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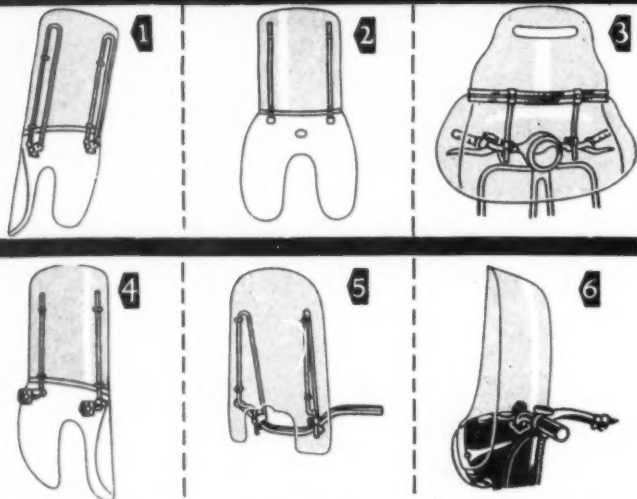
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Vol. 100 No. 2856  
55th Year of Publication



Exeter Trial competitors receive a warm welcome at the Weymouth finishing point last Saturday (report on pages 46 and 47). The riders here are T. Mooney and M. J. Davis

## Stop Lights

**S**HOULD the stop light be operated by the rear brake in the orthodox fashion or by the front brake? This topic is being discussed by correspondents and one has even gone so far as to suggest that the light should be connected to the throttle. He argues, in effect, that warning of deceleration should be given as early as possible and, therefore, the throttle is the obvious choice as the means of actuation since in normal circumstances it is closed before the brakes are applied. In theory, such an arrangement has its merits, but in practice would surely have a serious disadvantage. In heavy traffic the throttle is closed so frequently that the stop lamp would often be flashing unnecessarily. The result might well be that, ultimately, the warning would be ignored and thereby become valueless.

There is more to be said in favour of front-brake actuation because the experienced rider uses the front brake more often and almost invariably applies it before the rear. He realizes that, owing to weight transference forward, the front brake is the more effective of the two. Further, with its hand operation it can be more delicately controlled than can the rear brake with its pedal. Again, however, there is a major objection. R.A.C.-A.C.U. Training Scheme instructors and Ministry of Transport driving-test examiners confirm that the majority of learners show a marked reluctance to use the front brake and take some time to become convinced of its potentialities. Perhaps, therefore, it is necessary to await a higher standard of braking technique by riders before considering an alteration to stop-light layout.

## Hogging the Road

**C**COURT of Appeal decisions continue to perplex experienced road users. The most recent case to come to light arose out of an accident on a four-lane highway in which the driver of a fast-moving car struck a vehicle coming from the opposite direction. At the time of the impact the first driver, the defendant, was overtaking two slower cars which had pulled out to round a near-stationary bus and had not immediately returned to their near-side lane. The car travelling in the opposite direction was for no apparent reason eight to 12 feet from its own kerb and made no attempt to brake or steer to its nearside. The defendant was convicted of dangerous driving. At no time during the episode were more than three vehicles abreast (a four-lane highway, remember) and it was not surprising that an appeal by the defendant was upheld. Then that decision was reversed by a successful police counter-appeal.

The difference of opinion in the two courts hinged on the question of a road user's responsibility to keep to the left. During the counter-appeal the Lord Chief Justice declared that it was not necessary "to drive hugging the kerb." Neither, indeed is it—in certain circumstances—but traffic stagnation will be brought all the nearer if drivers of slow-moving vehicles are given support in hogging the crown of the road. And the number of accidents caused by their selfishness may be expected to increase.

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In the United States a scooter boom is predicted as a solution to the traffic problem. Here television actor, Mark Thompson, is threading Manhattan traffic on his Lambretta

### Count Your Blessings

IT is an old tradition that at the turn of the year we should count our blessings. In the recent cold weather we all struck one blessing full of real cheer. A simple one, too. Just modern lubricants! For long decades—more than four of them—an engine would always gum up practically solid during a frosty night in an unheated garage. The oils of the period permitted zero temperatures to reduce them to the likeness of semi-melted rubber, and we had to leap on the starter hard and often to shear the oil film. Today our oils are smoothly fluid when we pour them into the tank and they still look fluid when we eye them suspiciously in 18 degrees of frost, which my garage thermometer registered the other morning. One kick to draw in mixture. Second kick—and off she goes.

### Pioneer Tool Kits

MENTION of lubricants always hurtles my mind back to around 1900. Our tool kits were then stored in a thin leather sausage, precariously slung from two slots in the tail of the saddle. The contents were wrapped in one of those

# OCCASIONAL COMMENTS

By "IXION"

loosely woven dusters, of which the design is apparently purposeless since it effects nothing except to let all the muck come through on to your hands. Wrapped in this square you would find: one double-ended spanner (a very light stamping); one screwdriver (ingeniously bent up from  $\frac{1}{8}$  in wire, with a highly turnable edge); a brace of light tyre levers (most efficient for opening the press lids of cocoa tins, but apt to surrender to any new tyre); one small oil can with a needle-plug stopper, designed to store about one tablespoonful of oil. We always reserved those little cans for paraffin. Over the top centre of our combustion chamber was fitted a little brass tap. Originally—before valve lifters were invented—it was meant to assist starting up by reducing the compression. After the valve lifter came along, the tap was retained for thinning gummy oil on cold mornings with a squirt of paraffin. It had another use. If opened with the engine running, it emitted a noise reminiscent of one of the larger cats—say, a leopard—in a spitting vile temper. If a horseman or cowman had annoyed us on the road, a sly opening of the tap would furnish our revenge, for the noise literally terrified most farm animals. Incidentally, the pioneer bikes were not equipped with tyre-repair outfits, nor with a repair kit indispensable for belt drive. So your side pockets contained a fat tin of tyre-repair items; one or more tyre gaiters; a spare length of belt (against the day when the original belt became too short to meet over the pulleys); a powerful knife; a sturdy bradawl. (After the almost impenetrable rubber-canvas belt was invented, we had to carry a combined vice and drill wherewith to make screw holes in it.)

### The Solitary Cop

READERS return as regularly as clockwork to cases of riders being summoned (and fined) on the uncorroborated evidence of a single policeman. (This has happened to me.) I have no wish to blacken the police, for whom as a body I have the greatest admiration. Always under-staffed and subjected to a myriad temptations, the vast majority of them are fine fellows and do a splendid job. But in some places they are under constant pressure to secure convictions. Where speeding is concerned, the evidence of a police speedometer tested daily for accuracy—including that of a solo-mounted mobile—is acceptable in court; it is his word against yours. I have often heard it suggested that your chances of being summoned on a single cop's evidence in a borderline case are higher if your number plates suggest you are far from home. The cop knows you are unlikely to defend the case because the summons may not be heard for several weeks and you would rather pay up than travel a long distance

at your own expense and get fined anyhow. Your best plan if suffering from real injustice is to write to the M.P. for the division where you were pinched. In the past, two places became briefly notorious for seeking easy money and a fuss in Parliament soon made the officers responsible change their tactics. If you are caught actually riding far too fast, take your gruel and pay up like a man.

### Round the Clock

AN interesting report on road-making passed through my hands last week. It explained the incredible speed at which new motorways are nowadays completed in the U.S.A. (I do not necessarily suggest that similar methods are possible here). The basis of the speed is working right round the clock. The huge earth-shifting machines are kept fully employed. Whenever possible, a long highway is started in sections so that certain lengths begin to earn tolls (if it is a toll road) as soon as they are finished. If the road is of the free rather than the toll type, the community begins to receive benefit from it long before the whole 400 miles (or whatever its ultimate length may be) are completed. For instance, three 50-mile sections over flat ground with few under- or overpasses might come into operation before other sections involving river and railway crossings or tackling heavy gradients can be finished. The system obviously requires an enormous mobile labour force and a gigantic machine outfit.

### Outputs of Makes

SOME day, when such figures can cause no odious consequences, we may hear what make of motor cycle has been produced in the largest quantities. At the moment the leader is a matter of guesswork. However, in a recent issue of the Collectors' Club Bulletin figures are quoted for Scott annual production between the years 1909 and 1931. The grand total for the 22 years (including the first world war) was over 16,000. Starting in 1909 with a modest 36 machines, the output had climbed to 659 by the end of 1914. By 1916 the war had cut it back to a mere 20. In 1919 it rebounded to 379. The post-war slump knocked it down again to about 150 but by 1925, in spite of the slump, it reached four figures for the

first time in its chequered history and in three of the next four years it exceeded 1,000, peaking in 1929 to its maximum of 1,418 machines. It dropped to 850 in 1930 and bounced up to 1,029 in 1931. It was hampered all through its chequered history by two mutually intertwined handicaps: its extreme unorthodoxy rendered it a difficult machine to sell, and the feature cropped up again in a more intensified form when an owner tried to resell later on. Those two facts were, of course, obvious to all financiers. The original factory hardly lent itself to efficient large-scale production and, when the owners sought additional capital, they found it shy. The Scott's unique and pleasant virtues were responsible for the cult it created in spite of such comparatively limited sales and for the nostalgic memories which all ex-Scott owners retain of its delights.

### Which Plating?

THERE has always been among motorists a certain discontent with their plated metal. The one happy man whom I can recall in this respect was the late Walter Stanier, a famous editor of *The Autocar*. His cars were always finished in polished brass. (He claimed that silver was not a colour and went with no colour.) Warren Tute in his naval novel *The Cruiser* makes his gunnery officer remark: "There's a tinny look about chromium, which may be all right for a picket boat but definitely isn't good enough for H.M.S. *Antigone*." Motor cyclists are grumblers rather than pickers. They grumbled at nickel because it peeled off like toffee paper and could go as yellow as an orange if neglected. They grumble at chromium because it develops a kind of measles unless tended very carefully. The trade say that any plating is good so long as it is properly applied and has a proud owner. On the first few scooters there were efforts to enlist this dislike of sensitive plating in sales talk by painting almost everything and reducing plate to a minimum. But I see that convention has been too much for the makers and most scooters glitter as much as standard motor cycles and require as much polishing. The fact is that we are a lazy lot and we pine for any old plating so long as it will stand illimitable neglect. But if some chemist will develop a plating which keeps permanently bright without polishing, he should make a fortune.

On New York's Fifth Avenue Miss Erika del Drago sits precariously sideways while sheltering under an umbrella on the way to her office





By George Wilson

SEVENTH PLACE DECIDES GEOFF DUKE TO RACE IN 1958 : FAMOUS RIDERS FROM THE ROAD

SCRAMBLES AND TRIALS FIELDS RECOUNT THE HIGHLIGHTS OF THEIR DRAMATIC BATTLES IN

**A**ND there was our beloved Geoff Duke, gamely struggling well back in the 500 c.c. race and without a mount in the 350 c.c. event. . . . These are hardly words calculated to make the man around whom they are written stand up and cheer. Yet the race report from which they are culled represents one of the most personally satisfying of all the meetings the great racing man sweated out in 1957. The venue was Oulton Park. The date was October 4.

"Sweated" is not a word that I normally allow to drip from my ball-point. (My feeling is that, properly, it belongs in the animal world.) But in this instance there can be no hanging back. "Sweated out" is what I mean.

It was thuswise. Behind Duke when he unwrapped his leathers at Oulton Park lay two seasons of utter frustration. First, in 1956, there was the F.I.M. suspension that kept him out of the saddle for six long months. You will recall his brilliant come-back at Francorchamps that year. But the season was over before his eye was in to the extent necessary in these days of terminal velocities of the order of 140 m.p.h. plus.

Came 1957, Easter and the Coppa d'Ora Shell meeting over Imola's tortuous, deadly laps. A vast purse—£1,000 for the first man home—a surface that is always filmed with dust, start-of-season nervous tension; these factors and more besides combined to tumble, base over apex, Duke, Bill Lomas, Keith Bryen, Luigi Taveri, Romolo Venturi, Guiseppe Colnago and Umberto Massetti. Duke's injuries were not overworrisome—a dislocated shoulder, no more. But the joint mended slowly. The shoulder poisoned. While other champions were chalking up honours Geoff stood and watched disconsolately from behind the barricades.

Even when he was riding again, form did not immediately return. It was not until, say, Monza in September, when Geoff tussled with Alfredo Milani in the 500 c.c. class and beat him for second berth, that he felt he was riding, well, Dukewise.

But there followed a series of disappointing races at home: Scarborough, the Hutchinson "100" at Silverstone, Aintree and, finally, the Oulton Park meeting with which this chronicle opened. Theatrically, I have got you to read thus far before telling you why that Cheshire fixture looms so large in Duke's 1957 diary. You cannot, I am sure, have plumbed the secret?

On the home tracks, fans had cursed his off-song Nortons. Worse than that; Duke's riding was off-key, too. You cannot spend years on fours and immediately start winning races on singles. The techniques are far too wide apart.

At first at Oulton Park there was nothing to suggest that the meeting would ultimately be labelled "memorable." The engine started sluggishly and Geoff was 10th off the grid. But the pace was at welding heat and, in good company, the maestro found his old form returning. It was as though new force had been injected into slow-moving reflexes. He began collecting places. The engine lacked poke, the gearing was too high and the rev-meter's face was a blank but no matter. Form was back. Spirits soared. He finished only seventh but—he was in the groove!

Yes, as a result of that ride, Geoff decided to race again this year. Had he performed badly, he swears that he would have hung up his leathers. As it is, he will be there again this summer to speed your pulse-rate, riding a B.M.W. twin. *That's official—see the news pages!* (Stories of a Munich-bred four, by the way, are nonsense. The machine will be a twin, of fairly orthodox B.M.W. design, faired to current F.I.M. formula.)

Let us, for the moment, stick to racing, to another Gilera ace, to that quiet, contented citizen of the commercial capital of Scotland, to a man who would never in his wildest moment claim that "Glasca" belonged to him. I refer, of course, to Bob McIntyre, and in this case there can be no stealthy leading up to a dramatic semi-psychological denouement. Simply and directly, the highlight of his racing year was his Junior and Senior wins in the Golden Jubilee T.T. series and his breaking 100 m.p.h. over the 37.73-mile Mountain course.

Perhaps I ought to recap for you, starting with the Junior, a day of perfect visibility, roads like carpets new laid and an opening lap by Mac in 23m 14.2s. Translated, that time represents a fantastic 97.42 m.p.h.; it improved on the lap record by 41.8s and was only 35.2s outside Duke's record lap with a five-hundred, in 22m 39s (99.97 m.p.h.). Shivering in the press stands on that memorable day, I had a momentary fear that some bungling fool of a mechanic had let McIntyre loose with a big fire-engine and left the Junior model under a dust sheet. At the beginning of Lap 2 a plug went sour and Mac covered just about 38 miles, including a coast-in

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JANUARY 1958

**Right**  
Les Archer, ace British  
scrambler, recounts his  
fondest 1957 memory on  
page 41. Here he is, in action  
in the Moto-Cross Grand  
Prix of Great Britain at  
Hawkstone Park

**Below Right**  
And here is Glasgow's Bob  
McIntyre (Gilera) on his way  
to winning the eight-lap  
Golden Jubilee Senior T.T.  
at 98.99 m.p.h.

**Below**  
To ride a B.M.W. flat twin  
this year—Geoff Duke

OM THE ROAD RACING,

TIC ATTLES IN 1957

for a plug swop, in 24m 47.8s,  
which was too slow to keep him  
ahead of Dickie Dale (Moto-Guzzi).  
At the end of Lap 3 he lay  
third, 25.2s behind John Hartle  
(Norton) and over 50s behind  
Dale. But on the next lap Dale and  
Hartle found that an oil patch  
had transformed the Quarry Bends  
into a skidpan and that was

that. Mac averaged 94.99 m.p.h. for the seven laps and won by  
3m 39.6s from Keith Campbell on a single-cylinder Moto-Guzzi.

The Senior provided even more convincing proof that McIntyre  
is the greatest rider racing today. He lapped at above 100 m.p.h.  
four times, whereas no other could beat the magic figure once. For  
the full race distance—eight laps or 301.86 miles, remember—he  
averaged 98.99 m.p.h. and could undoubtedly have bettered  
100 m.p.h. had the spirit moved him or race tactics so dictated.

As in the Junior he made a scorching start. He skated round  
the opening lap at 99.99 m.p.h. Spectators swooned at the speed  
of his passing. He flicked the 70 b.h.p. Gilera from one gutter to  
the next apparently without effort, only the kicking of the front  
wheel indicating how near the limit lay. Ask Bob about haircuts  
or blood-chilling episodes during that ride and he will reply that  
there were none. The fastest Senior in history was won by a man  
who declaims attempts to glamorize his achievements.

All racing men, of course, do not harbour memories of signal  
success in 1957. Take John Surtees for instance. His foremost  
souvenir is of the 500 c.c. class in the Ulster Grand Prix—of those  
heart-breaking seconds in which an engine running like oiled silk  
suddenly began to stutter and then to die. You recall the day?  
The scene was Dundrod. The date, one so deeply etched in the  
Surtees memory, was August 10.

When John went to Belfast, he was tying with Bob Mac and  
Libero Liberati (Gileras) for the lead in the world's championship.  
The flag swept down and before it was at the bottom of its arc,  
Surtees was off. Life seemed good to young John just then. The  
MV Agusta was handling well. The engine had never gone better.  
On the third lap he clipped 3.6s off Duke's lap record. His lead





Just look at that expression! Here is Johnny Brittain (346 Royal Enfield), on the Devil's Staircase, on the fifth day of the 1957 "Scottish"

was comfortable. If he didn't add eight points to his championship score one imagines him saying to himself, "Surtees you're a monkey's uncle."

Lap followed lap until a quarter of the race distance had been covered. Then the gremlins got their tools to work in the mag and sparks stopped flowing. John's heart, until then beating normally, slumped right down into the soles of his riding boots. An Ulster win certainly—and almost equally certainly the world's championship—had been snatched away in a matter of a few dramatic seconds.

Back again to more cheerful memories, to John Hartle and the spine-tingling dice he had with Keith Campbell in the 500 c.c. class of the Swedish Grand Prix. Hartle's recollections are of race-long joy, the like of which he is unlikely ever to relive. After a lap, Duke was in the lead, Campbell (352 Moto-Guzzi) was second and Hartle (Norton) third. On the second tour John took them both, only to make an unscheduled brake test up a conveniently sited slip road. That placed him fifth.

Yet after one more lap, heeling the Norton over so that long grooves were scored on the dustbin's underbelly, he was again ahead! For three more laps the fantastic trio, Hartle, Campbell and Duke, carried on a tussle wheel to wheel, fairing to fairing. The razor's edge between safety and disaster was never so finely honed. Eventually the superior handling and light weight of the Moto-Guzzi told. Campbell won by 6s. Hartle's disappointment was tempered by a win in the 250 c.c. class. Note, chaps, that the race that was lost tops the memories list.

For the moment one last road racer—Derek Minter—the man who, until the Slazenger Trophy meeting in October, had won every Brands Hatch race in which he had started bar one—and that was when a plug went sour. Minter's No. 1 memory is of the Slazenger meeting—of the 350 c.c. race in which he equalled John Surtees' 500 c.c. record. Some say, too, that it was the first time John, on a Norton, had been beaten by anyone at Brands for nearly six years.

Let me quote from our report of the meeting "...tummy denting the tank top, streaked a slight figure on another Norton. It was Derek Minter, obviously out for blood. Only inches behind Surtees, he heeled over to apparently impossible angles, braked incredibly late, accelerated furiously. For four laps Surtees led. On Lap 5 Minter took over and more than that—he pulled away. The gap between the pair widened and narrowed but never seemed to be in danger of closing to nought.

"After 13 laps Minter led by only 0.4s; on Lap 14 he sent the r.p.m. needle into the danger zone and lapped in 60s dead to equal Surtees' 500 c.c. lap record speed of 74.4 m.p.h.! His spurt took him safely clear. Though Surtees narrowed the leeway in the closing seconds, his fastest was just too slow."

That was it. The cheers for Minter were audible, I gather, in Auchtermuchty and that is nowhere near Brands Hatch.

But what of trials riders? Do they, too, have moments of especial excitement in the course of their year's balancing on mud and rocks? Ask Johnny Brittain! The Royal Enfield ace looks back on the fifth day of the 1957 Scottish Six Days' Trial and

immediately goes off his food for the next five days. Imagine yourself in his place.

You have been led by John Draper (B.S.A.) for the first three days of a closely fought "Scottish," then, on the fourth day, you find yourself heading the results list. On the morning of the fifth day you lose the lead, by two slender marks to Draper, by not being so good as you should have been on that devilish, long, muscle-killing climb of Grey Mare's Ridge.

You look at your route card and ponder. In the afternoon comes the Devil's Staircase and not much else. Elatedly, you feel that a clean climb of the Staircase may get you back ahead. Despondently, you feel that if Draper cleans the hill then you're sunk. You arrive at the Staircase to learn from spectators (whom you wish in Hades) that Draper has gone through—feet up. You manage to do likewise.

Ahead lies Camp, a simple, rocky track that even journalists climb clean. Pahaw! But you mustn't cast away marks carelessly so, at the foot of the slope, you prop up your bus and have a look-see. "Draper," someone says nonchalantly, "made an awful mess of it; footed hard." Your spirits soar and then plummet. For Camp, that easiest of easy trials hills, suddenly assumes a terrifying aspect. Stones become bloated rocks; shallow grooves appear as deep ruts; every gravel patch becomes a rock alley, every tuft of grass a veritable Ben Nevis.

You tremble so furiously that you can hardly work the kick-starter. You ease home the clutch, poise on the rests and set off, so lacking in confidence that every slight movement of the front wheel makes you feel that you're indulging in a rodeo. At the top you can hardly believe that you are still feet up—and that all you have to do to park the "Scottish" trophy on your sideboard is get the Royal Enfield to Edinburgh in one piece the next day. Yet that was how it was!

Gordon Jackson's most prominent recollection is of a much less important trial. Oddly enough, he looks back most fondly to the national Perce Simon Trial run down Ringwood way in early November. Like Brittain's, Jackson's pores oozed most moisture on the last hill—a significant pimple going under the name of Jim's Joy. Nearly straight, it is long and was so deep in mud that day that there was next to no wheelgrip. The only way up was to retire to the boundaries of a nearby parish, turn up the wick and keep it there, with third cog in mesh.

Siamese twins, Keith Campbell (352 Moto-Guzzi) and John Hartle (499 Norton), rub elbows in the Swedish Grand Prix at Hedemora



When Gordon arrived on Lap 2 he was in staunch company. On the first circuit, by the way, the only rider to beat the hill had been young Jack Simpson (on a two-hundred Greeves!). Jeff Smith, Peter Stirling, John Giles: they all went well back and then hell-for-leathered at the glutinous upgrade. Mud flew everywhere. So did machines. So did riders.

Jackson went farther back than had any of the others and piled on all the coals the Ajay's boilers would take. First on the left, he then dived across the ruts and over to the right. Speed was falling off all the way. He worked the handlebar to and fro to clear the mud away from the front tyre. He sought every blade of grass that would let the back tyre bite. The machine was out of the observed section—the front end anyway—when the rear wheel unexpectedly found bite. With so much power turned on, the inevitable happened. The front wheel came up and the Ajay rocketed forward. And Gordon rocketed back into the mire. He swears he is still picking Jim's Joy mud out of his hair. But so what? His was the only clean climb of Lap 2!

From trials to a sister game—to moto-cross in general and to the Grand Prix de France de Moto-Cross in particular. Last week, if you remember, I recounted Jeff Smith's dust-raising dash into 14th spot at that self-same meet. I was not concerned then with the dice for the lead. But I am now and it is on that dice that Les Archer's No. 1 reflection of 1957 is hung, for he was playing the leading rôle and, doing all he knew to rob him of it, was Bill Nilsson in person—not a likeness, the man himself.

In the final, Archer took the lead in such a way that caused strong men to avert their heads. Nilsson broke out of the ruck, caught Les and thereafter tried every trick in the book. For lap after lap his front tyre was practically sizzling Archer's rear tyre. Sometimes the pair rubbed shoulders at 50 per. Dust was everywhere. Archer won by nothing . . . but win he did.

Another tale of high endeavour comes from Archer's close friend and collaborator in more than a deal of continental mayhem, Geoff Ward. His tale, however, is not concerned with a bout abroad, but with Shrubland Park—that dust-ridden acre or two of England coveted by the Ipswich Club. For years those acres have been to Ward what the Western Desert was to Rommel. Time after time success had seemed within grasp. Time after time he had missed it. Archer had always been there. But last year Archer was missing—he had injured a foot in Belgium.

In the Grand National Ward (A.J.S.) started poorly. He was somewhere around 14th when he took off. On the 10th lap he was fourth and still carving forward when the front wheel broke away and he tasted a mouthful of Shrubland dust. He was down long enough to lose several places, all of which he collected again after another lap. Hugh Viney's signals appeared to say, "You're so slow you might as well go home." Geoff persevered, however, braking later or not at all, working the engine and transmission harder, really giving the Ajay the full treatment. At the finish he had no idea just what his position was. He had, as you will have guessed, misread Viney's signals. He had won.

Finally, to end this chronicle, comes another tale in a similar vein. But it is not from a scrambler. It is from that toughest, most doggedly determined of all road-racing men, Jack Brett. It is no idle rumour that the Yorkshireman favours barbed wire next to the skin for winter warmth.

Jack's tale concerns the Belgian Grand Prix in which he rode a Norton streamlined by what he describes as "comic tinware." In your words and mine the job was fully faired in traditional fashion. At the start Liberati led Surtees. Then Campbell took over. Walter Zeller (B.M.W.), who had been well forward, tumbled at Stavelot's treacherous hairpin. Then Hartle went out, then Surtees, then Campbell! Liberati took over. Brett lay second, though he wasn't sure that he was second, or who the man in front was.

He could just be seen. Jack gave chase, clocking very nearly 160 m.p.h. on the Masta Straight, but not making much on the machine ahead. Then the pit showed Jack a board bearing a huge figure "1." He thought the mechanics were out of their minds and pressed on. Next time round he was again signalled "1" and decided his buddies might not be crackers after all. So he unbound the final 1/4th of grip movement to save the engine and stopped wearing out the exhaust trumpet on the Burnenville curve. As you well know, Jack was acclaimed the winner because of Liberati's disqualification (for taking over Bob Brown's machine on the line). The great crowds round the sunlit, wooded slopes of the Ardennes stood to the British National Anthem. Which seems to me to be an appropriate air on which to conclude this piece.



Above: John Surtees in typical pose on his MV Agusta four. Here recounts his experience in the Ulster G.P. Below: Surtees' successor as king of Brands Hatch, Derek Minter (Norton)



Geoff Ward



Jack Brett



Gordon Jackson





The Mark E features a wrap-around windscreen

## Luxury Minicar

Attractive Bond Three-wheeler  
with Electric Starting

THE Bond Minicar Mark E is now in production. This smart version of the Bond three-wheeler, which resembles a modern, low-built sports car, made its debut at the 1956 London Show. At that time, however, an overflowing order book for the more established models meant that all available floor space at the Preston factory would be fully booked for a considerable time ahead. So production of the new model had to be postponed. Revision of schedules has now enabled the makers to go ahead. Since the original announcement a programme of intensive development work has been undertaken. The result is that in its latest form the Mark E differs in a number of respects from the prototype. Changes include a wheelbase reduced to 5ft 6in (which, however, remains almost 4in longer than that of the Mark D) and a widening of the track of the rear wheels to 4ft 5in.

As before, the body is panelled in light alloy on the stressed-skin principle. But

whereas on earlier Bond models it was possible only to embody a small door on the passenger's side of the body, the Mark E has doors of ample width and depth at each side. So that the body is not weakened thereby, the middle section of the floor structure is reinforced by a rectangular framework of welded steel, from which rise vertical door pillars. A transverse box-section member at the rear of the frame forms a convenient location for the rubber-in-torsion Spencer-Moulton Flexitor units which provide rear-wheel springing.

Another new feature is that the cast light-alloy bulkhead which, on the Mark D design, carries the front-fork and engine-gear unit mounting, is replaced by a structure fabricated from welded-up angle steel and panelled in light alloy. The curved body panel above the scuttle is not riveted to the bulkhead. The slight relative movement between scuttle and bulkhead serves to obviate the transmission of engine vibration to the body.

Powering the Mark E is the 197 c.c. four-speed Villiers 9E/4S unit with Siba starter-generator. In standard form the vehicle cannot be reversed under power, but reverse switching for the Siba unit is available at extra charge. The gate-type gear change employed on the prototype Mark E is superseded by a positive-stop hand lever on the dash.

Unlike the Mark D, which has separate, rearward-sloping dummy front wings, the body-line of the Mark E, viewed from the side, is at its highest at the base of the windscreen pillar; although the line is almost horizontal, there is a slight fall forward to the top of the headlamp bezel and rearward to the top of the rear-lamp facing. The nose of the bonnet is so raised as to be flush with the wing line. The oval-

shape grille is part of the body structure and is not raised with the bonnet cover.

Resulting from the increase in rear-wheel track, the flat sides of the prototype have been modified to incorporate slightly projecting, rearwardly tapering rear wings. A styling strip in cream-coloured plastic extends from front to rear at each side, at the level of the headlamp centre.

The windscreen frame has raked pillars and the Triplex-glass screen is of wrap-around type, with pronounced curvature at the sides. Twin windscreen wipers are fitted. The specification includes detachable side-screens in Perspex with sliding panels. The hood is in fawn-coloured Vynide and includes a rear window in flexible plastic material.

The cockpit presents an exceptionally tidy appearance, for the gear lever, switches and instruments are grouped in a shapely glass/plastic panel shrouding the steering column. To the left of the column are the speedometer, gear lever, choke control and panel-light switch; grouped on the right of the panel are the combined ignition and starter switch, lighting switch and windscreen-wiper control. Above the column are ignition-warning and neutral-indicator lights, while a third light indicates reverse switching on cars equipped with this feature. An operating switch for the flashing direction indicators is mounted on the extreme right of the scuttle. Below the instrument panel is a deep, full-width parcels shelf.

The driving seat appears to be of bench type but is in fact in two sections each of which may be adjusted fore and aft. The twin backrests hinge forward to give access to the commodious luggage compartment in the tail; a bracket on the left body panel within the luggage compartment enables a spare wheel to be carried.

At the front of the car are twin Lucas headlamps of 7in diameter and parking lights with which are combined flashing direction indicators; at the rear, the body sides project slightly beyond the tail and terminate in facings on which are combined stop and tail lamps and amber indicator lights. Chromium-plated bumper bars are fitted front and rear. Fuel-tank capacity is 3½ gallons.

Alternative finishes are red, green or gold. Manufacturers are Sharp's Commercials, Ltd., Ribbleson Lane, Preston, Lancs. The basic price is £302 and the total price (which includes purchase tax, payable only in Great Britain) is £379 13s 9d.

This three-quarter-rear view emphasises the Mark E's smartness



Cockpit of the latest Minicar. The gear change is of positive-stop type



# PROVED PERFORMANCE ON

# Parade

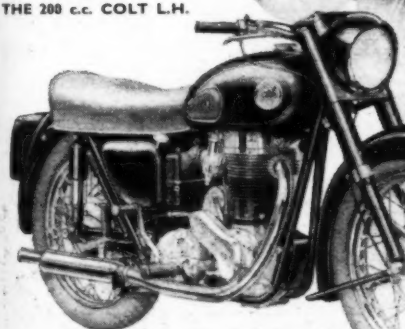
## THE ARIEL

### 1958 RANGE



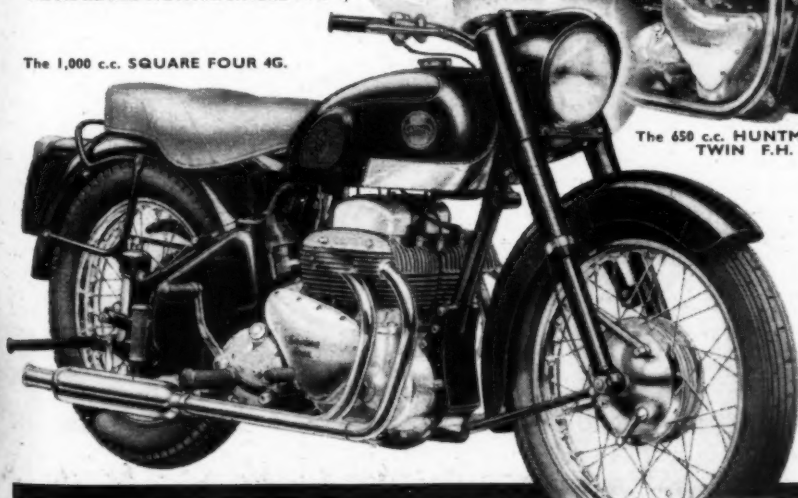
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SIDE VALVE  
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The 500 c.c. RED HUNTER SINGLE V.H.

The 350 c.c. RED  
HUNTER SINGLE  
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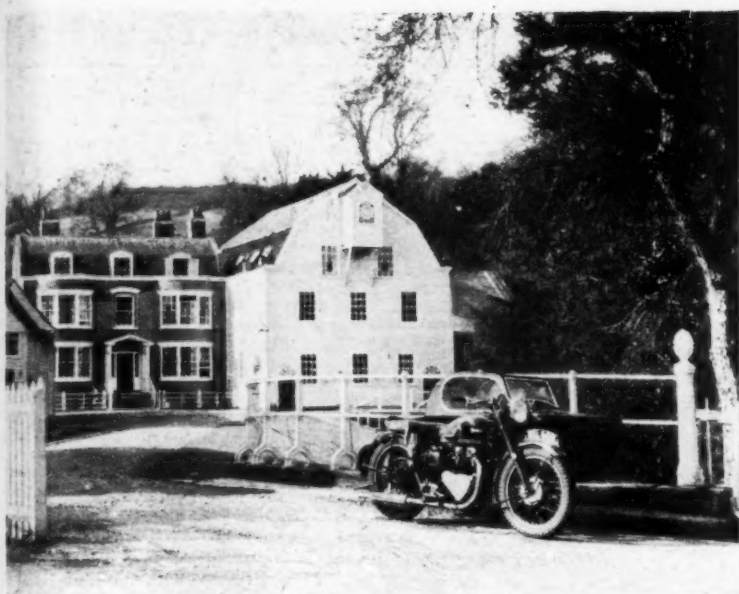
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Lancas  
Astral  
Devon  
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Brak  
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Sports  
New  
All pri



# Price List of New Sidecars

	British Total Price £ s d
<b>BLACKNELL</b>	
Safety 2 d.a. saloon ...	128 3 8
Safety 1½ c.a. saloon ...	121 6 5
San Remo d.a. saloon ...	119 18 4
-With brake ...	125 10 7
Family Favourite d.a. saloon ...	115 14 1
Cob s.s. open tourer ...	79 16 9
Queen B s.s. open tourer ...	63 5 0
Gnat s.s. open tourer ...	57 12 8
Scoutabox commercial box ...	43 0 0
Safety Mk. 1 chassis (for Safety 2 and 1½)	39 19 5
Brake ...	10 10 0
Sprung-wheel conversion ...	8 0 0
Brake and sprung-wheel conversion ...	17 0 0
Safety Mk. 2 chassis (for Family Favourite) ...	43 7 0
Brake ...	4 10 0
Junior Safety chassis (for Cob) ...	32 6 2
Lightweight chassis (for Queen B, Gnat and Scoutabox) ...	30 17 6
<b>B.S.A.</b>	
22/47 s.s. tourer ...	84 7 11
22/54 s.s. saloon ...	87 16 6
23/51 c.a. saloon ...	92 12 7
No. 22 chassis ...	30 17 6
No. 23 chassis ...	32 5 0
<b>BUSMAR</b>	
York d.a. saloon ...	116 0 0
Lancasteria c.a. saloon ...	110 10 0
Astral d.a. saloon ...	117 10 0
Devon c.a. saloon ...	98 0 0
Lincoln s.s. saloon ...	99 0 0
Asralette s.s. saloon ...	99 10 0
Chassis ...	37 0 0
Brake ...	5 12 3
Gregoire spcining ...	8 17 6

<b>CANTERBURY</b>	
Sportsmobile d.a. sports ...	126 10 2
New Carmobile three-seat saloon ...	130 7 1

	British Total Price £ s d
<b>Carmobile Mk. 1</b>	89 14 7
Hawk s.s. saloon ...	96 11 1
Eagle d.a. saloon ...	116 1 3
Venom occasional d.a. saloon ...	100 0 9
Demon s.s. saloon ...	65 19 9
Avenger occasional d.a. saloon ...	59 8 3
Valiant c.a. saloon ...	39 1 4
Challenger s.s. saloon ...	55 18 6
Conqueror d.a. saloon ...	70 8 11
Victor c.a. saloon ...	65 13 8
Lightweight commercial box ...	42 8 6
Competition ...	85 15 3
GMC3A chassis ...	39 16 8
GMC6A chassis ...	41 16 6
GMC7A chassis ...	44 7 4
Disc wheel with brake ...	6 16 1
Brake ...	6 1 1
Disc wheel ...	1 11 3
<b>C.M.</b>	
Paramount c.a. saloon on A2 chassis ...	145 10 0
Airflow s.s. sports on A3 chassis ...	115 4 9
Brake ...	7 15 6
<b>GARRARD</b>	
Grand Prix s.s. sports ...	96 13 8
Mono-Twin two-seater ...	135 0 0
S90 Sports ...	110 0 0
S90 Drophead ...	140 0 0
Mono-Box (motor-cycle model) ...	65 0 0
Mono-Box (scooter model) ...	63 0 0
Mk. 4 lightweight chassis with sprung wheel ...	39 18 8
Mk. 6 heavyweight chassis with sprung wheel ...	44 18 6
Brake ...	9 7 2

<b>HILLSBOROUGH</b>	
Regent c.a. saloon ...	94 9 10
Lonsdale d.a. saloon ...	103 4 6

	British Total Price £ s d
<b>Cotswold s.s. saloon ...</b>	85 15 2
<b>Rivlin c.a. saloon ...</b>	81 14 2
<b>Derwent c.a. saloon ...</b>	94 9 10
<b>Rigid chassis ...</b>	39 3 0
<b>Springer chassis ...</b>	44 1 3
<b>Brake ...</b>	5 11 8
<b>P.M.B.</b>	
<b>Adventurer c.a. saloon ...</b>	150 19 8
<b>RANKIN</b>	
<b>Watford c.a. saloon ...</b>	36 3 7
<b>Lifford s.s. saloon ...</b>	34 18 7
<b>Bidford d.a. saloon ...</b>	51 15 5
<b>Cranford c.a. saloon ...</b>	46 3 2
<b>Watsonian VG21 chassis ...</b>	36 10 0
<b>Watsonian Kwikfit chassis ...</b>	42 10 0
<b>Brake ...</b>	5 10 0
<b>Sprung wheel ...</b>	5 10 0
<b>RAVEN</b>	
<b>Victor d.a. saloon ...</b>	44 18 3
<b>Hertford de Luxe c.a. saloon ...</b>	38 13 6
<b>Hertford c.a. saloon ...</b>	34 18 7
<b>Essex c.a. saloon ...</b>	41 3 5
<b>Grange s.s. saloon ...</b>	32 8 9
<b>Cadmore s.s. sports ...</b>	22 9 2
<b>Ashby de Luxe occasional three-seat saloon ...</b>	62 7 6
<b>STEIB</b>	
<b>RS1 for scooters ...</b>	87 6 6
<b>LS200 Lightweight ...</b>	71 14 7
<b>S250 Lightweight ...</b>	85 19 9
<b>S350 Sports ...</b>	81 1 9
<b>S501 Sports ...</b>	94 16 2
<b>TR500 Sports ...</b>	107 5 9
<b>Single-seat Tourer for Lambretta scooter ...</b>	69 0 5
<b>Commercial Box for Lambretta scooter ...</b>	52 10 0
<b>STREAMLINE</b>	
<b>Regal d.a. saloon ...</b>	57 7 8
<b>Renown s.s. saloon ...</b>	39 9 11
<b>Royal c.a. saloon ...</b>	36 11 6
<b>SURREY</b>	
<b>Camberley three-seat saloon ...</b>	124 15 0
<b>Rambler scooter saloon ...</b>	66 14 2
<b>Rambler de Luxe s.a. saloon ...</b>	66 14 2
<b>Scooter Box ...</b>	42 10 0
<b>Lightweight Box ...</b>	42 10 0
<b>Syan caravan ...</b>	139 0 0
<b>Scooter chassis ...</b>	28 0 7
<b>SCI chassis ...</b>	28 0 7
<b>SWALLOW</b>	
<b>Vulcan Mk 2 d.a. saloon ...</b>	115 0 0
<b>Comet Mk 2 c.a. saloon ...</b>	100 0 0
<b>Tudor s.s. saloon ...</b>	97 10 0
<b>Jet 80 Mk 2 s.s. sports ...</b>	107 10 0
<b>Sprite Scooter s.s. saloon ...</b>	68 10 0
<b>Swift Scooter s.s. sports ...</b>	67 0 0
<b>Scooter Box ...</b>	39 10 0
<b>Commercial Box ...</b>	52 16 8
<b>Velvet chassis ...</b>	37 10 0
<b>Pathfinder chassis ...</b>	37 10 0
<b>SW chassis ...</b>	24 0 0
<b>Brake ...</b>	5 10 0
<b>WATSONIAN</b>	
<b>Windor s.s. tourer on LX chassis ...</b>	51 10 0
<b>Parlow s.s. sports on LG Mk 1 chassis ...</b>	60 0 10
<b>Econ s.s. saloon on LG Mk 1 chassis ...</b>	62 10 0
<b>Avon s.s. sports on VG21 chassis ...</b>	78 10 0
<b>Monaco s.s. sports ...</b>	139 0 0
<b>Monarch s.s. tourer on VG21 chassis ...</b>	86 0 0
<b>Ascot s.s. saloon on VG21 chassis ...</b>	97 10 0
<b>Light Maxstoke c.a. saloon on LG Mk 1 chassis ...</b>	79 0 0
<b>Maxstoke c.a. saloon on VG21 chassis ...</b>	97 10 0
<b>Cambridge d.a. saloon on VG21 chassis ...</b>	116 10 0
<b>Bambini Scooter on SC chassis ...</b>	79 10 0
<b>Bambox on SC chassis ...</b>	53 10 0
<b>Light Box on LG Mk 1 chassis ...</b>	36 10 0
<b>Standard Box on VG21 chassis ...</b>	45 0 0
<b>Tropical Box on VG21 chassis ...</b>	80 10 0
<b>Commercial Truck on VG21 chassis ...</b>	45 10 0
<b>Freight Carrier on VG26 chassis ...</b>	60 0 0
<b>SC chassis ...</b>	72 10 0
<b>LX chassis ...</b>	30 0 0
<b>LG Mk 1 chassis with coil springs ...</b>	32 0 0
<b>LG Mk 1 chassis with quarter-elliptic springs ...</b>	33 10 0
<b>VG21 chassis ...</b>	36 10 0
<b>Kwikfit chassis ...</b>	42 10 0
<b>VG26 chassis ...</b>	43 0 0
<b>WESSEX</b>	
<b>Child-adult saloon ...</b>	125 19 11
<b>Single-seat saloon ...</b>	102 5 11

All prices, except those for Rankin, Raven and Streamline, and for Canterbury Carmobile Mk. 1, Avenger, Valiant, Challenger, Conqueror and Victor models, are inclusive of chassis

# IGNITION

FOR NEW RIDERS — PART 6

## Where the Sparks Come From

THE function of a motor-cycle ignition system is to provide a spark in the combustion chamber to bring about the most efficient burning of the petrol-air mixture. As the resistance offered by a gas to the passage of electricity increases with the gas pressure, and the pressure in the combustion chamber when the spark is required is extremely high, it follows that the current needed must be of very high voltage. One of two types of instrument may be used to produce this high-tension current, as it is called, a magneto (a self-contained electrical generator) or an induction coil which draws its current from the machine's battery and produces a high voltage.

Let us first study the operation of a magneto of the type employed on many single-cylinder four-stroke machines. The principle involved is that when a coil of wire is passed through a magnetic field an electric current is generated in the coil. Basically, then, the most common type of magneto consists of a rotating coil (the armature) which spins between the poles of a horseshoe magnet. The armature is driven from the engine's crankshaft or camshaft by a train of gears or a chain.

The magnet of a magneto consists of two pole pieces of special alloy steel joined by an arch of soft-iron plates. Two coils of wire (the windings) are wound on the soft-iron core of the armature. One is termed the primary (or low-tension) winding and comprises, say, 200 turns of insulated copper wire in the region of  $\frac{1}{2}$  in. thick. The secondary (or high-tension) winding is made up of thousands of turns of extremely fine insulated copper wire and it is in this coil that the high-tension current for the spark is induced.

Reference to the accompanying sketch

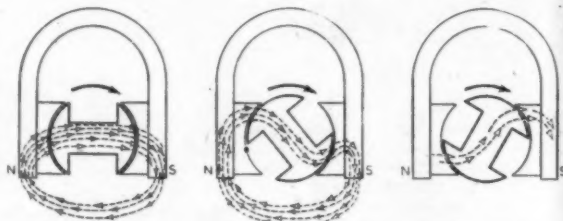
will show that, as the armature rotates between the poles of the magnet, the magnetic field, which passes through the core of the armature, becomes distorted. Further rotation results in the magnetic flux passing through the armature in the opposite direction. This reversal occurs twice per revolution and generates alternating current in the primary winding.

How is the high-tension current induced in the secondary winding? Attached to one end of the armature is a device known as the contact breaker which is, in

mum intensity of the primary current which is at the instant of flux reversal; this is described as the "internal timing" of the magneto. The separation of the points must also occur when the spark is required in the engine.

High-tension current is conducted from the secondary winding to the slip-ring (a brass ring fixed to the armature). From the slip-ring the current flows via a spring-loaded carbon pad (which bears on the slip ring and is known as the high-tension pick-up brush) and a heavily insu-

Flux reversal in a magneto. Rotation of the armature causes the magnetic field to become distorted and eventually to pass through the armature core in the opposite direction, resulting in current being generated in the primary winding.



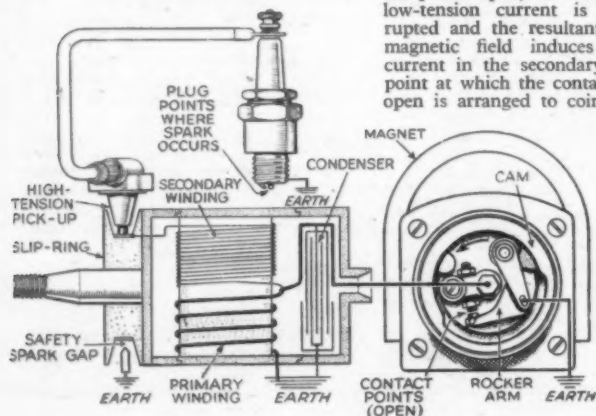
effect, an automatic switch. Its essentials are two metal contacts called points, one of which is fixed and the other pivoted. The pivoted contact is actuated by a cam the action of which is to move the pivoted contact away from the fixed contact and thus open up a gap between the points.

With the contact-breaker points closed, there is a path to "earth" for the current generated in the primary winding, through the points to the body of the magneto. While the current is flowing, a magnetic field is induced by it round the core. As the points open, the flow of the primary low-tension current is suddenly interrupted and the resultant collapse of the magnetic field induces a high-tension current in the secondary winding. The point at which the contact-breaker points open is arranged to coincide with maxi-

insulated cable—the high-tension lead—to the sparking plug.

Connected across the primary winding and the contact-breaker points is a small component known as the condenser, without which the current generated in the primary winding would tend to carry on flowing across the contact-breaker points as they had opened—with consequent arcing between the points. Apart from the fact that such arcing would burn the points, the spark would be weak because the primary current would not be suddenly interrupted. The condenser absorbs the primary current which would otherwise arc across the points.

A magneto for a single utilizes only one flux reversal per revolution (during the other the points remain open). For a twin, both reversals are used. This is done by having two lobes on the contact-breaker cam which thus opens the points twice for every revolution of the armature. On four-stroke singles and twins the magneto runs at half engine speed because each cylinder requires a spark only every other revolution. Another difference between the single-cylinder and twin-cylinder magneto is that the slip ring of the latter type has two segments instead of a continuous ring, to ensure that all the high-tension current induced in the secondary winding shall be available at the sparking plug whose turn it is to fire. If there were a continuous strip on the slip ring the current would flow to both plugs at once.



Essential features of a magneto shown in diagrammatic form. The sketch on the right shows the contact breaker

More popular for racing than the normal magneto is the rotating-magnet type in which the magnet rotates and the windings are stationary, a system of construction which gives the greater robustness necessary for sustained high-speed operation. A rotating-magnet magneto has no slip ring; the high-tension pick-up is connected direct to one end of the secondary winding.

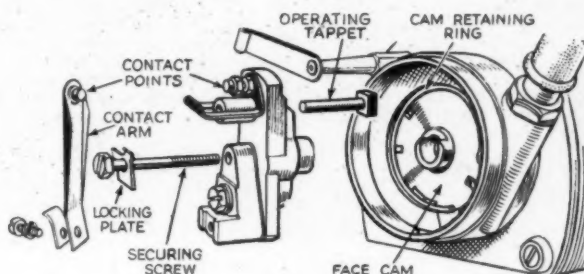
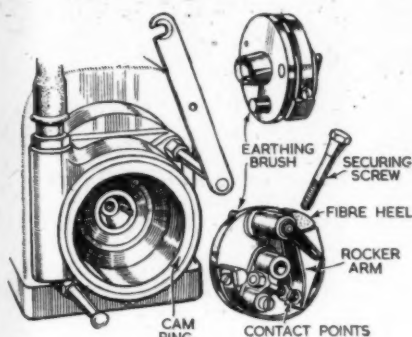
The large majority of two-stroke engines are fitted with what are known as flywheel magnetos. These instruments function on the principles outlined earlier

engine's flywheel. The contact-breaker points are actuated by a cam formed on the flywheel boss.

So much for magnetos; let us now consider coil ignition. Like the magneto, the coil has primary and secondary windings wound on a laminated iron core. The primary winding (fed by the battery) is connected to a contact breaker (driven by the engine) which incorporates a condenser. Magneto fashion, the opening of the contact-breaker points interrupts the primary current and causes high-tension electricity to be induced in the coil's

of the plug, and jumps across a small gap to a side (or earth) electrode fixed to the plug body; certain types of plug have more than one earth electrode. The gap between the electrodes may be anything from 0.015in to 0.025in according to the make of machine. The insulator of a detachable-type sparking plug is retained within the body by a gland nut and is sealed (to prevent gas leakage) by a copper washer.

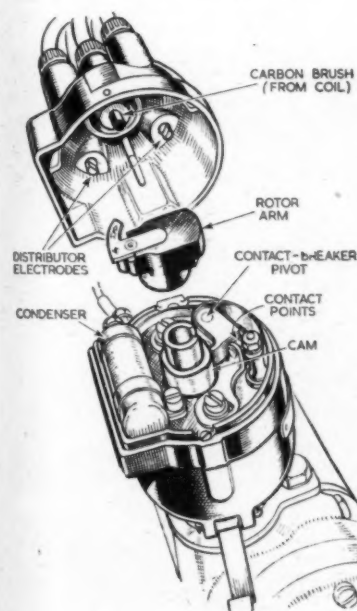
Sparking plugs are graded according to the amount of heat they can withstand. Those which are designed to operate



On the left is a ring-cam contact breaker. Set out above are the component parts of a contact breaker of face-cam type

and are of the rotating-magnet pattern, but their construction is entirely different from that just mentioned. Essential feature of the flywheel magneto is that, since a spark is required each revolution, the magnets are built into the rim of the

The distributor of a four-cylinder coil-ignition machine. Where there are two cylinders, there are, of course, only two electrodes



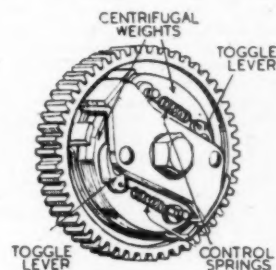
secondary winding from which the current flows to the sparking plug.

You will recall that, in order to extract the maximum amount of power from each charge of petrol-air mixture, the ignition system is timed to provide a spark at the sparking plug shortly before the piston reaches the top of its stroke. With four-stroke engines it is usual to make provision for varying the distance before top dead centre at which the spark occurs because less ignition advance is needed at low speeds than at high speeds. If the ignition were timed only for low-speed running, the engine would not develop its maximum power at high speeds and conversely.

To vary the ignition timing we have, obviously, to open the contact-breaker points earlier or later. The means of control may be manual (in which the cam is rotated by means of a cable connected to a handlebar-mounted lever) or automatic. Automatic ignition control mechanisms are usually of centrifugal pattern and consist of spring-loaded bobweights mounted on the driving gear or sprocket of the magneto or, where coil ignition is used, the contact-breaker. As engine speed increases, the bobweights move outward and cause relative movement between the cam and the contact-breaker points in such a way that ignition timing is advanced. Reduction in engine speed results in the bobweights moving inward again under the action of their springs and so retarding the timing.

Lastly, a few words about sparking plugs. Two basic types are available—those which can be dismantled for cleaning purposes and those which cannot. Main feature of both types is that the high-tension current flows down a central electrode, insulated from the steel body

under the highest temperatures, such as are encountered in sports and racing engines, are known as "hard" plugs. Sparking plugs intended for use in cooler-running touring power units are termed "soft" plugs. Except under conditions of prolonged near-full-throttle running there is no point in using a hard plug in



A common form of automatic ignition control mechanism. The bobweights fly outward causing the contact-breaker to move relative to the cam

a touring engine: hard plugs run cooler than soft plugs and thus, at the temperatures reached during normal running, any oil which may reach the electrodes and insulator is not burnt off but builds up until the electrodes are short circuited. In other words the plug "oils up" and ceases to spark.

### Next Week

PART 7 in this series will deal with alternating-current and direct-current lighting equipment—with dynamos, voltage controls and the various types of light unit commonly in use.



Left: Waiting their turn to enter the Exeter control two Services riders catch up on a spot of shut-eye. They are Sgt. S. J. Hoole and Lt. W. J. Whittaker.



Right: Another sleeper, young Richard Taylor, puts the Reliant's rear seat to good use

## Adventure Comes Late

EVERY man, it is said, is a boy at heart. Hence there were grumbles last Friday when competitors for the M.C.C.'s great long-distance winter trial—the "Exeter"—forgathered at the three starting points. In fine weather the 160-mile night run to Exeter becomes, well, a variation on the theme of any other 160-mile run. But dapple the roads with snow, smear them here and there with patches of ice, produce a wind of gale-force intensity, and you introduce an element of real adventure. Perhaps the grumblers were impatient. Or perhaps it was merely that their hopes were granted slightly late. For adventure in plenty lay ahead and 24 of the 80 starters failed to complete the full 330 miles to the finish, located this year on Weymouth's promenade.

Of the 80 starters, 13 solos and two sidecar outfits set out from Launceston, Cornwall, and enjoyed a relatively uneventful run by way of Dunster and Bridgwater to Honiton (where the routes from all three starting points converged). Among the 23 solos from Kenilworth was a trio of DKR Dove scooters and a Prior scooter (the last piloted by pre-war trials rider Frank Chambers). And in the sidecar and three-wheeler class were Arthur Taylor (guide, mentor and father-in-law of Cecil Sandford) and Major A. Lewis-Jones (famous I.S.D.T. course marker), both driving Reliants. Twenty-two solos, among them two Harley-Davidsons, set off from London, ahead of the remaining 13 competitors in the sidecar and three-wheeler class.

### Competitors in the M.C.C.'s 33rd Classic Exeter

#### Trial Enjoy a Fine Night Run and then . . .



At the Camel Cross check veteran E. A. Lovington (493 Velocette xc) and his passenger, Miss B. A. Fuller, enjoy a middle-of-the-night break. Chatting with them are V. Richardson and R. J. Turfitt, who rode Harleys

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Left: Scrutineers at the starting points used torches with the bulbs carried in long flexible extensions. Here Richardson's Harley is given the treatment. Right: Glove-warming hint used by J. R. Bloomfield (348 B.S.A.) during the night run



were well patronized. The consumption of tea and hot dogs rockets on "Exeter" night.

Honiton came and went. Pin Hill, first of the observed sections proved as easy as always—nothing more or less than an appetizer for the breakfast waiting at Exeter, only 12 miles ahead. There had been a little rain so far but nothing very much. In fact, the only cause for complaint was that the closed control at Exeter lay some 15 minutes' walk from Dellers Café. . . .

The roads glistened with water as the early numbers tackled the maze of tortured lanes leading to Tillerton, the first real observed section. Don't believe tales oldsters may spin you of "Exeter" hills being a cakewalk. Tillerton last Saturday was vilely muddy and the brief stretch of rock outcrop halfway up was slippery in the extreme, causing even

experienced trials riders, among them Tom Mooney (348 B.S.A.)—yes the man portrayed on the leader page!—to put down a foot.

Fingle Bridge lies only six miles away but many competitors covered more than six miles getting there. The route marking was below par and trying to find one's course in Devon, by route-card, especially on a solo, is no easy task. The quartette formed by the DKR and Prior scooters went temporarily adrift. And at Fingle the rain had done just enough damage to stop the DKRs. Frank Chambers topped the long zig-zag, however, and so, in inspiring fashion, did Arthur Taylor with the Reliant. For solo motor cycles Fingle is not difficult.

As the solo entry passed through, dawn broke. The light strengthened reluctantly, however, and spasmodic rain showers were encountered on the 15-mile run to Simms, another traditional "Exeter" favourite. No solo, average-well ridden, should have trouble with the wide, stone-littered upgrade, but for roadster sidecar outfits and three-wheelers the hill is a genuine stopper.

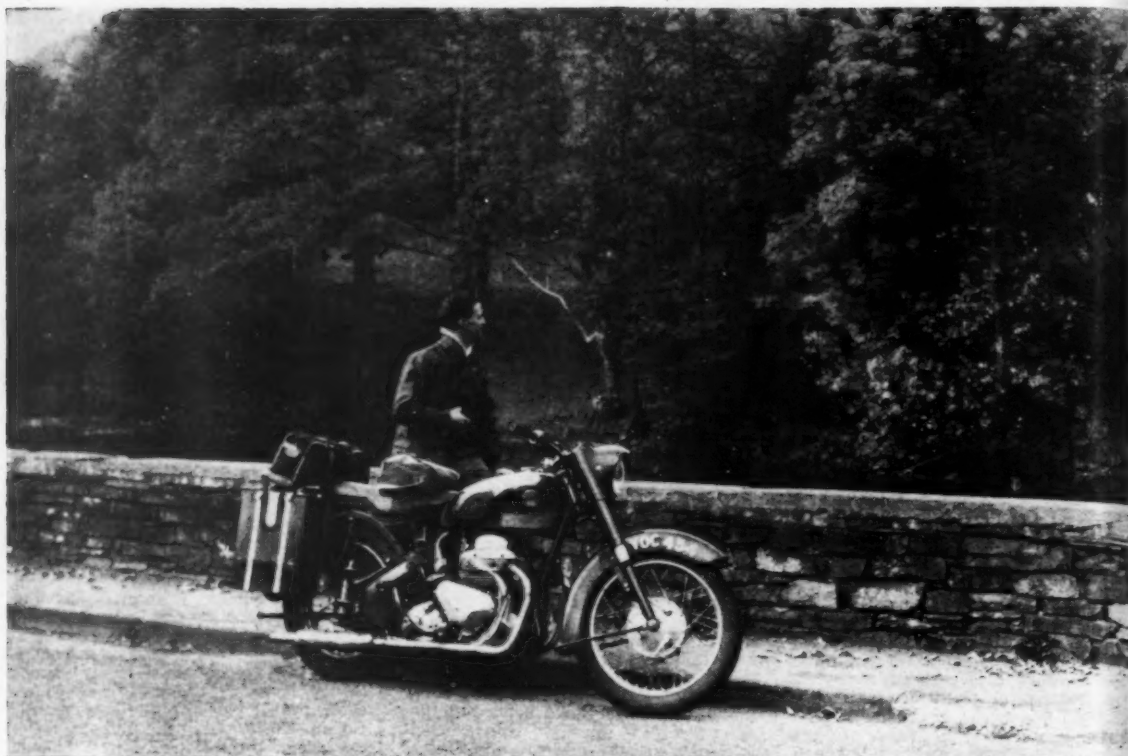
It was about then that drizzle turned to heavy rain. The finish lay nearly 100 miles, four observed sections and four and a half hours away. Eyelids were becoming heavy, and brains and muscles tired, from lack of sleep.

Dealing with the observed sections ahead, Stretes, Waterloo, Meerhay and Askers, was as nought compared with the problem of beating the weather. Gloves quickly became saturated. Goggles were lowered and eyes beaten by the teeming water. But worse was to come. For between Ottery St. Mary and Colyford, and between Birdsmoor Gate and Beaminster the high ground lay shrouded in dense hill fog. Speed simply had to be reduced. Vehicles loomed out of the murk, ghostlike and glistening under the teeming rain. Eyelids grew heavier and the retirement list longer and longer as competitors found the combination of fatigue and weather too much for them.

Fifty-six stalwarts made Weymouth. Eighteen claimed first-class, six second-class and 17 third-class awards. Yes, it had been an adventurous, "Exeter." Certainly, in its way, the most arduous for many years.

Approaching Tillerton in darkness is W. G. Stuart (349 A.J.S.). The hump in the left foreground is in fact part of a crouching figure—H. E. Loasby (Lambretta) who is repairing a puncture





*The four-pipe Ariel is parked at the roadside while the author admires the changing colours of October in the Lake District*

# What I Rode in 1957

VIC WILLOUGHBY

CONCLUDES HIS REVIEW

WITH NOTES ON VARIOUS ROAD-  
STERS, A SCOOTER AND TWO MOPEDS

**Q**UITE the most striking of the roadsters sampled last year was the Chimera. It is true the model has little more than academic interest for British riders since it is not marketed in Britain; nevertheless it has much to teach. It teaches that the benefits of enclosure and styling can be adopted without sacrifice of accessibility or cooling; that a better-than-average blend of top- and bottom-end engine performance is possible, even in a small engine and with a creditable level of exhaust and mechanical quietness. It teaches that sensitive response of the suspension to bumps can go hand in hand with freedom from pitching and clashing. In addition, the Chimera possesses the general advantages of the lightweight: ease of handling and manhandling, sprightly acceleration, good hill-climbing, braking and fuel consumption.

Exposure of the driving chain is an almost incredible anachronism but, that apart, the enclosure is complete

and the styling really bold. Yet the sparking plug is readily accessible and the contact-breaker points more so than on any other model I can recall. Only two bolts retain the cowl which conceals the near-horizontal engine forward of the cylinder base. Removal of the cowl renders the valve gear easier to get at than on any layout except a transverse flat twin such as the Velocette Valiant. Battery, air filter, carburettor and clutch adjustment are all exposed after removal of two side panels, each fastened by three socket screws.

The engine combined first-prod starting, a 3 m.p.h. bottom-gear crawl and dead-slow, unobtrusive idling with a 65 m.p.h. maximum, effortless 50 to 55 m.p.h. cruising and utter tirelessness. Almost the only improvement I could ask for would be elimination of a slight vibration period at about 40 m.p.h. in top gear. The suspension surprised me. When aiming the model at bumps to test its reaction, I frequently had the uncanny feeling that I

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had missed the bump altogether; at all times the Chimera was so steady it might almost have been on rails. My most lasting impression is that the makers seem to have hit the nail squarely on the head in all respects right from the start.

It may seem a far cry from the gay salmon pink and cream of the Chimera to the dignified Arden green of the Francis-Barnett Cruiser 80, but it is not such a long step mentally. The Cruisers have always set a high standard in lightweight two-stroke styling; in the Cruiser 80 the A.M.C. 249 c.c., four-speed power unit adds a really brisk performance to the model's modern lines—the sort of performance I formerly associated, in the two-stroke sphere, only with super-sports machines.

I don't mean to imply that speed is the most important aspect of a roadster's behaviour—far from it—though with a 70 m.p.h. maximum and the ability to cruise indefinitely at 55 to 60 m.p.h. the F.B. has all the speed that many folk use for long. Yes, I found the model had other virtues beside sprightliness: two-stroking on light load was extremely good, engine starting was simple and certain and, in spite of a fair hammering, only a slight and easily removed oil film collected externally—on the frame mid-section just behind the air strainer.

Oh, fuel economy, too, was good and—full marks for a lightweight—the tank holds 3½ gallons. There are few chores more irritating than having to refuel every 100 miles or so. Three gallons of petrol and the necessary pint of oil could be put in the shapely Cruiser tank as soon as the reserve supply was required and filling stations could then be forgotten for well over 200 miles.

On the debit side was a slight tremor at medium engine speeds and a three-mile warming-up period before low-speed pulling reached its excellent peak. But an increase in balance factor on later engines has mitigated the first complaint while suitable use of the air lever and gear box after a cold start minimized the other. As a purist I would have welcomed a reduction in mechanical resonance but the noise level was certainly not embarrassing. What did delight me was the superb handling: in town or out, it was easy to use the Cruiser's liveliness to the full.

In terms of cold figures the performance of the 249 c.c. Greeves Fleetwing was almost identical with that of the Francis-Barnett. But there is something very distinctive about the behaviour of a two-stroke twin which is not reducible to figures. It was in the manner of its performance that the Fleetwing made its strongest appeal. If you have not ridden a modern two-stroke twin of small or medium capacity you may well ask what is this particular charm—or you could ask a Scott fan. It is the smoothness of the torque, the fluid quality of the power delivery plus, I suspect, the pleasant mellifluous exhaust note.

Judging from the different makes I have ridden to date, two-fifty two-stroke twins can be classified to a greater degree than other types according to the part of the engine-speed range over which useful power is developed. The Villiers Mark 2T is what I would call a top-end engine. In other words, the most pleasant results are obtained by using the gears in such a way as to keep the engine spinning reasonably fast. Unfortunately I did not amass a large mileage on the Fleetwing, for it was hogged by my colleague, Bob Currie, most of the time it was with us; but I did like the improvement in front-fork behaviour which results from the

use of hydraulic instead of the earlier friction damping.

Until Velocettes introduced their car on two wheels—the water-cooled, side-valve LE—some years ago, the luxuries of enclosed shaft drive and a transverse, flat-twin engine were exclusive to top-quality, expensive continental machines. Those luxuries seemed appropriate, albeit advanced, on the LE; but it was indeed a bold move to invade the under-200 c.c. sports-machine class with a model—the Valiant—embodying the same features. I am definitely sold on non-adjustable, fully enclosed transmission for any type of machine. No one relishes the chore of cleaning, oiling and adjusting chains. I still experience a faint glow of self-righteousness when I've done the job but prefer to engender that feeling some other way. Expensive, you say? Well, the Valiant is not all that pricey. The other luxury—the transverse flat-twin engine—paid off in more ways than one. Cooling was superb, so that the engine was just about indestructible; valve-clearance adjustment was unusually accessible; weight was low and the engine was so smooth and effortless in operation that it was often difficult to believe it was no larger.

In the light of the Velocette reputation for fine engineering, the Valiant's sparkling acceleration, 70 m.p.h. top speed and indefinite mile-a-minute cruising did not really surprise me, outstanding though they are. What did make me whistle was the much-above-average petrol economy and the engine's versatility. The latter stems not only from a good spread of torque but also from the happy choice of top-gear ratio. The gear change was superb—so were the braking, steering and front suspension; rear springing was too firm for my liking. The Valiant balance sheet had its debit side, too, but it is encouraging to know that the

*Sleek in appearance, the Norton 77 with Swallow Jet 80 is an outfit which appeals to the sporting driver rather than to the family man. Fast cornering was great fun*





In or out of town the Francis-Barnett Cruiser 80 was a delight to handle. The A.M.C. 249 c.c. two-stroke engine gave the model a sprightly performance

makers are tackling the problems of erratic idling, an embarrassing noise level and a riding position which became tiresome on long runs. Little attention is needed to make the Valiant a winner all along the line.

Someone is bound to tell me it is inconsistent to follow up a panegyric of lightweights by eulogizing a 4 cwt model. But I love the 997 c.c. four-pipe Ariel in spite of its weight which, incidentally, it carries very well. The Ariel Square Four is an aristocrat and the smooth, quiet dignity of its passage cannot fail to enhance public relations. It is, of course, no sluggard. Even with a pillion passenger and laden panniers and carrier it was quite happy to be pushed along at 90 m.p.h. On a brief detour through the Lake District I pitted the Ariel, similarly laden, against the three-mile Struggles road from Ambleside to the top of Kirkstone Pass—a road with a maximum gradient of 1 in 3½. So light did the four make of the climb, even when re-starting after we had stopped part-way up to look back at the view, that I was at first surprised to find cars parked outside the inn with boiling radiators. What to the Ariel was a carefree romp was obviously a terror for those family saloons.

During a 5,000-mile acquaintanceship VOC 454 (my friend, the four) and I visited five countries: England, Scotland, Belgium, Germany and Czechoslovakia. For the most part the weather was really vile and, until I waterproofed the distributor with a small polythene bag, I was occasionally troubled with a waterlogged contact breaker if the machine was left unsheltered. (The bother has since been cured on later models by turning the distributor cap through 180 degrees.)

For all that, the Ariel whisked me from Ostend's Middlekerke Airport to the north-east Czech-Polish border (for the International Six Days' Trial) in a day and a half. And with a more powerful headlight I might have saved several hours. As it was, when I met the British I.S.D.T. contingent of Eric Chilton, Jack Oliver, Albert Glassbrook and his wife at the Czech frontier at dusk, I accepted the hospitality of their wonderful Volkswagen lights for the final 200 miles. And though 50 to 55 m.p.h. on the level was a pleasant relaxation, 20 m.p.h. on long climbs was apt to be frustrating!

There were, of course, occasions in Germany when 85 m.p.h. was held (on about half throttle) for hours with

scarcely a break. At such times the four proved a match for the sleek Porsche 1600s and the most enormous American limousines—and it also proved 5 to 10 m.p.g. better on petrol than the last one I rode four years ago. The only fly in the ointment for such super road-burning was oil seepage from the tank cap. Now if some bright engineer would redesign the Squarrel to weigh 3 cwt—well, he could bank on at least one customer.

It would, of course, be unrealistic to expect a super-sports twin to be quite so flexible as a four of 350 c.c. greater capacity. Nevertheless the 646 c.c. B.S.A. Road Rocket (now known as the Super Rocket) stoutly upheld the makers' tradition of recent years for blending punch with tractability. It is one of the few models which retain manual ignition control; but considering the limited use which had to be made of it (for starting and idling only) it seems sure that the adoption of auto-advance for all motor cycles is not far off. Yes, the Rocket was a hog-bus with the nicest of manners, including

an admirably low noise level. But I was irritated by my old *bête noire* of oil seepage on to my right leg from the tank cap when really hurrying. So it is only fair to record my delight, when riding a 499 c.c. B33 single later in the year, at finding that the makers have completely solved the problem by using a softer material for the cap washer.

The B33 was, of course, a more prosaic tool and a sound example of the way in which the time-honoured big single can be made to hold its place in an age of multis. As a robust and reliable all-purpose slogger, it earned high marks. Now that it boasts an A.C. generator and coil ignition, its manual ignition control has disappeared—and is certainly unlamented.

One more B.S.A. came my way in 1957: a 497 c.c. Shooting Star which may be regarded as the smaller brother of the Road Rocket. "High, wide and handsome" is the succinct entry in my diary which summarizes the riding position and appearance. With a mean timed maximum speed of 94 m.p.h. and further 4 m.p.h. one way, the Star was considerably peppier than the last one I sampled three years earlier. But, like the Rocket, it was commendably versatile. I faulted the test model for little more than the rather sudden action of brakes and clutch and an engine tremor from 70 m.p.h. to top speed. As on the B33, a rear chaincase was fitted and it is a fitment I wouldn't voluntarily be without.

To conclude the theme of vertical twins there were three Nortons: models 77, 88 and 99—the first and last six-hundredths, the other of 497 c.c. Marketed primarily for sidecar duty, the 77 was harnessed to a sleek Swallow Jet 80 with one-piece moulded plastic body—an uncompromising sports conveyance. The outfit struck me as a modern-styled survivor from a bygone era, an era when hardy passengers cheerfully connived at the sacrifice of comfort on the altar of fun. And fun in plenty that outfit certainly provided. I never drove it, empty or laden, without feeling keen exhilaration.

Coupled with good alignment, the light and low weight of the body made for finger-tip handling, powerful braking and surging acceleration. The outfit could be steered almost as much by the throttle as by the handlebar and could be drifted under power round right- and left-hand bends. When right-hand-cornering technique bordered on the over-exuberant, the front wheel fluttered reprovingly but

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showed a comforting reluctance to break away. Scarcely a family man's outfit, I fear, but what a lovely device for enjoying life.

A factor which added to my enjoyment of the 77 was the appreciable reduction in exhaust and mechanical noise as compared with my own 99 which is of 1956 origin. The relevant differences lay in the silencers and the pushrod material (now light-alloy instead of steel). My impressions were confirmed a few weeks later when the 88 arrived, so I lost no time in having 1957-pattern silencers and pushrods fitted to my model. The improvement is really worth while. Bull points of the 88 and 99 are acceleration, braking and high-speed steering.

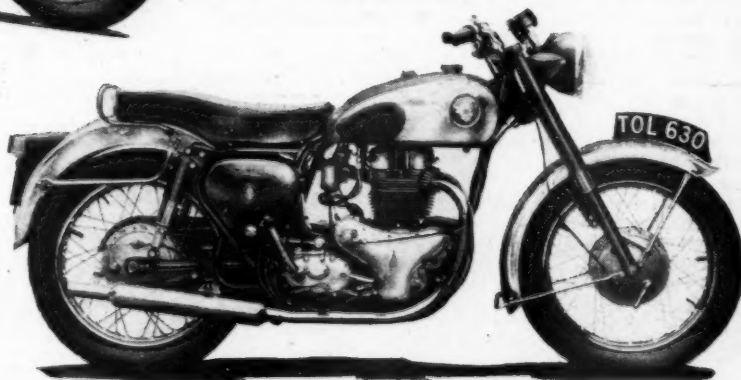
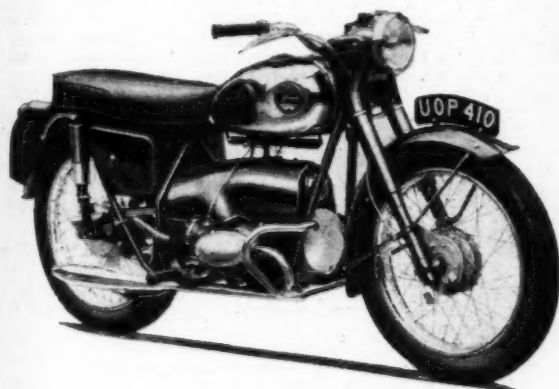
A modern, de luxe moped is a delightful piece of engineering as well as a wonderfully convenient and economical means of transport. And surely none merits such praise more than the Zündapp Combinette S. It has beautiful lines and finish and though of solid appearance weighs only 112 lb, for light alloy is extensively used in the construction. Fuel economy should satisfy the most impecunious: 175 m.p.g. at 20 to 25 m.p.h. Not only that, the Zündapp was silky smooth, quiet and clean; it was really comfortable and powerfully braked—in short, a joy to ride. It romped up a 1 in 6 slope without pedal assistance unless traffic conditions brought speed below 8 m.p.h. That sort of climbing is better than most moped riders are ever likely to want. Searching hard for something to criticize, I can only say the engine had less bottom-end punch than the old single-speed model so that it was necessary to slip the clutch for the first few yards when starting from rest. But that was no drawback—merely a point of technique.

The Dutch Magneet, with Sachs power unit, is also strikingly styled. Its behaviour in most respects was little inferior to that of the Zündapp but oil leakage from the

engine, front fork and rear shock absorbers tended to mar its manners.

As to scooters, there was one, the 194 c.c. Dürkopp Diana, borrowed for all too brief a spell. The problem of a scooter gear change is solved ingeniously on the Diana: it has a rubber-clad pedal pivoted vertically and moved back and forth by the sole of the rider's left shoe. It worked a treat. There was the luxury of an electric starter and the engine was smooth, quiet and very responsive; but it had a hard vibration period at about 17 to 24 m.p.h. in top gear. The brakes were so potent as to warrant extreme care by riders of limited experience and heel operation for the rear brake does not make for delicate operation. Weathershield and footboard are of ample width yet the latter never fouled the ground on corners. Indeed, curve-swerving was one of life's joys on the Diana and was quite exceptional for a scooter.

To conclude on a general note, some months ago "Nitor" mentioned a readers' poll of desirable improvements. Fighting for top place on my list would be better lighting and the elimination of oil leaks.



Above: Vibrationless running, fine acceleration and good fuel economy are allied to the luxury of shaft drive in the 192 c.c. Velocette Vahant. Top right: For styling and all-round performance the Italian 172 c.c. Aer Macchi Chimera earned the highest marks. Bottom right: The over-100 m.p.h. maximum speed of the 646 c.c. B.S.A. Road Rocket does not involve abrasiveness or intractability

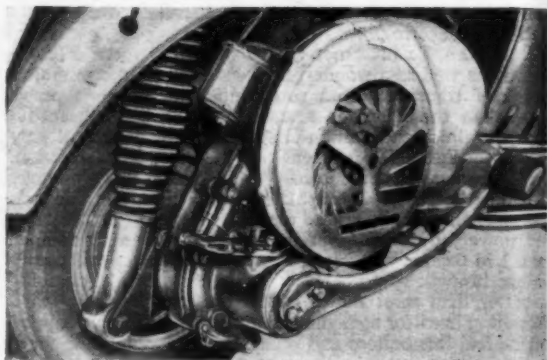
# ROAD TESTS OF NEW MODELS

# 145 c.c. Vespa Clubman

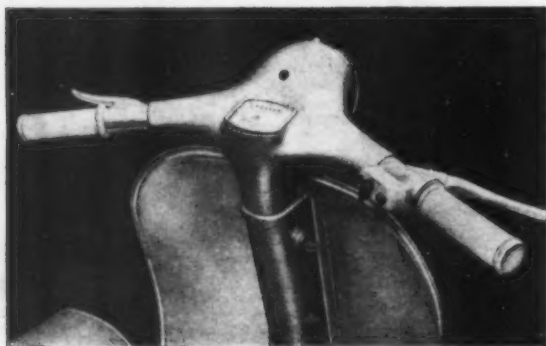
Quietness, Tractability and Excellent Braking Features of Latest Scooter

**A**LREADY well established on the Continent, the latest one-fifty Vespa is a welcome addition to the Douglas range for 1958. Known here as the Clubman it is imported from Italy and follows the familiar Vespa frameless, stressed-skin construction. In appearance the model lies halfway between the Standard and the Gran Sport machines: it has the curved weathershield and footboards of the sporting version but is equipped with a saddle instead of a dual-seat; the engine is not specially tuned and wheel-rim diameter is 8in.

For a scooter to be assured of popularity in its field it must be good looking, simple to start and ride, clean in use and easy to clean, provide good weather protection and have an adequate performance for its engine size. And it should preferably be light in weight. Judged by these standards the Clubman should quickly find favour. Few of its competitors can equal its sleek simplicity of line, its absence of nooks and crannies and its low weight. Virtually no effort is needed to get the model on to or off its wide-base centre stand and, once one was accustomed to the offset centre of gravity, manhandling was child's play.



Left: Handlebar layout is remarkably clean. Above: Cylinder and head are fan cooled and rear springing is by barrel coil spring and damper



For starting the engine from cold, wintry temperatures called for ample flooding of the carburettor behind its trap-door in the mid-section, operation of the strangler lever under the saddle and about a quarter throttle opening; it was then unusual for more than two depression of the kick-starter to be required. Operation of the strangler for cold starting and during the first few seconds of running necessitated standing on the right of the machine. Starting with the engine warm could be accomplished from astride though the leg movement was a little awkward. The tickover was reliable and satisfactorily slow.

At 31in the saddle height was felt to be a little too high for a short rider—bearing in mind the width of floor between the legs with feet on the ground—and the handlebar was rather too close to the seat for maximum convenience in low-speed manoeuvring. Control location was satisfactory with the exception

## INFORMATION PANEL

### SPECIFICATION

**ENGINE:** 145 c.c. (57 x 57mm) single-cylinder two-stroke; aluminium-alloy cylinder head. Compression ratio, 6.5 to 1. Crankshaft supported in ball bearings; roller big-end bearing. Fan cooling of cylinder and head. Petroil lubrication.

**CARBURETTOR:** Dellorto with air filter incorporating strangler for cold starting.

**IGNITION and LIGHTING:** S.I.E.M. flywheel magneto embodying lighting coils. 4½in-diameter headlamp with 24/24-watt bulb fed direct from generator. Rectifier and 4-ampere-hour Varley battery for parking purposes.

**TRANSMISSION:** Three-speed gear box in unit with engine; twist-grip control. Gear ratios: bottom, 1/2.2 to 1; second, 7/46 to 1; top, 4.73 to 1. Multi-plate clutch with cork inserts running in oil. Primary and final drive by gears.

**FUEL TANK:** 1½ gallons capacity, with reserve tap and filter.

**WHEELS and TYRES:** 8in-diameter pressed-steel wheels with stub-axe mounting and split rims carrying 3.50 x 8in Michelin tyres.

**BRAKES:** Approximately 5in diameter x ½in wide front and rear.

**SUSPENSION:** Trailing-arm front-wheel suspension controlled by coil spring and separate hydraulic damper. Engine, transmission and rear wheel pivoted as a unit, controlled by multi-rate coil spring and hydraulic damper.

**WHEELBASE:** 46in unladen. Ground clearance, 5½in unladen

**SEAT:** Rains saddle; unladen height, 31in.

**WEIGHT:** 210 lb fully equipped and with ½ gallon of fuel.

**PRICE:** £133 1s 3d; with purchase tax (in Great Britain only), £165 19s 11d.

**ROAD TAX:** 17s 6d a year.

**MAKERS:** S.p.a. Piaggio, Piazza della Vittoria, 11, Genoa, Italy.

**CONCESSIONAIRES:** Douglas (Kingswood), Ltd., Kingswood Bristol.

**DESCRIPTION:** The Motor Cycle, 24 October 1957

### PERFORMANCE DATA

**MEAN MAXIMUM SPEED:** Bottom, 24 m.p.h. Second, 36 m.p.h. Top, 48 m.p.h.

**HIGHEST ONE-WAY SPEED:** 49 m.p.h. (conditions: still air, rider wearing storm coat and crouching).

**MEAN ACCELERATION:** 10-20 m.p.h. 15-25 m.p.h. 20-30 m.p.h.

Bottom ... 3.0 sec 3.8 sec 4.9 sec

Second ... 3.4 sec 6.0 sec 6.2 sec

Top ... — — —

Mean speed at end of quarter-mile from rest, 43 m.p.h.

Mean time from rest to 30 m.p.h., 9.8 sec.

**PETROL CONSUMPTION:** At 30 m.p.h., 115 m.p.g.; at 40 m.p.h., 85 m.p.g.

**BRAKING:** From 30 m.p.h. to rest, 34 feet (surface: dry tarmac)

**TURNING CIRCLE:** 11ft.

**MINIMUM NON-SNATCH SPEED:** 16 m.p.h. in top gear

**WEIGHT PER C.C.:** 1.45 lb

of the front-brake lever which could with advantage have been set well below its nearly horizontal position. The clutch was pleasantly light in action and took up the drive smoothly. Downward gear changes could be accomplished sweetly and silently but it was impossible to avoid an audible clonk on upward changes. The noise seemed to bear no relation to the speed of the changes which were consequently carried out as quickly as possible. Some difficulty was occasionally encountered in selecting neutral.

One of the greatest charms of the Clubman is the manner in which it achieves its performance. The torque was good from quite low r.p.m. and the engine made no protest when full advantage was taken of this quality. Carburation was clean and four-stroking on light load was unobtrusive. There was no more than mild vibration at lower engine speeds and this gave way to a delightful smoothness as the revs mounted. Exhaust noise was very effectively suppressed and mechanical noise was confined to a faint and not unpleasant whine from the transmission.

Because of the engine's flexibility, top gear could be used as a matter of course down to speeds below 20 m.p.h. Indeed with the engine pulling, a smooth 12 m.p.h. was possible in top gear but with the throttle eased, transmission flutter set in at 16 m.p.h. In bottom gear the Clubman would trundle happily at walking pace with the clutch fully home. At the other end of the scale, a comfortable and tireless cruising speed of 41 m.p.h. (indicated as 45 m.p.h. by the speedometer which registered approximately eight per cent fast) could be maintained on the level unless there was an appreciable headwind. Top gear dealt with most main road gradients but where second gear was necessary for climbing or passing it could be held without any sensation of stress until the needle was nudging the 40 mark.

Most unusually, the machine was faster on part throttle opening than on full throttle. This fact suggests too small a main jet and it is reasonable to suppose that one of larger size would have resulted in better acceleration and maximum-speed figures.

The brakes proved to have a power which commanded respect coupled with admiration for their smooth and progressive action. It must be recorded on the debit side, though, that the sharp dip of the nose when the front brake was applied was disconcerting. This dip is a feature of trailing-arm suspension (and of trailing-link forks) where the shoe plate is anchored directly to the arm (or to one of the links). Such movement can be reduced materially by use of the parallel-link type of anchorage.

Springing of the hard-top saddle provided plenty of movement. The rear suspension, too, was most effective: it was unobtrusive on normal roads and coped well with the rougher surfaces. In contrast, the front springing of the machine tested could not escape criticism: the action was insufficiently sensitive and inadequately damped so that it passed on too much of each impact and was prone to pitching. The fault is not entirely one of the method of springing and damping; it is attributable also to the fact that with so little weight on the front wheel, the ratio of sprung to unsprung mass is too low for good suspension characteristics.

Typically that of a scooter with small-diameter wheels, the steering is light, a factor which resulted in some sensitivity to gusty winds. Nevertheless, the machine held its course satisfactorily at maximum speed and on bends and corners the behaviour was excellent. The Vespa could be banked well over without a qualm and only severe bumps would deflect it from its line. Slippery surfaces, too, brought no sign of waywardness and the Michelin tyres furnished first-class adhesion both for cornering and braking.

Weather protection was as good as it could be on a scooter without a windscreen (suitable screens are, of course, available). The weathershield is deep enough to give satisfactory cover to the legs and its curvature keeps draughts and spray from the ankles and feet. Mudguarding is commendable and the only part of the model which collected much grime was the low-mounted rear number plate.

Battery, rectifier, tools and tyre pump are contained in the left-hand blister which balances the engine cowling. There is sufficient spare space in the blister for gloves, library books or minor items of shopping and the lid is lockable. Lights and horn were found to be well up to the machine's speed capabilities and the electrical unit on the right handlebar stub brought horn button, lighting and dip switches and the engine cut-out conveniently to hand.

As the performance table reveals, steady-speed consumption of the Clubman was not impressively low, yet in normal round-town running it averaged over 100 m.p.g. The fuel tap traps a useful reserve of almost half a gallon.

The three-quarter rear view illustrates the curved weathershield and trim appearance of the Clubman

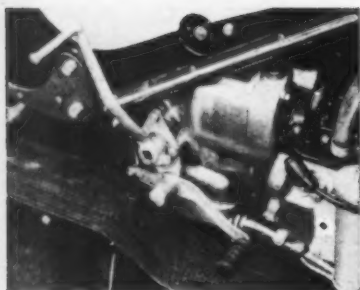


The 145 c.c. Vespa Clubman



Battery, rectifier, tools and pump still leave plenty of storage space in the left "blister"





Above: Disposition of gear-change and starting pedals is clearly shown in this close-up

### New 192 c.c. Velocette Model with Four-speed Gear Box

EVER since its inception in 1949 the LE Velocette—that side-valve flat twin renowned for its quietness—has retained hand gear changing and hand starting. The standard model retains these features and is supplemented by a luxury version, the Mark III, which has pedal starting and a four-speed gear box with foot control; overall gear ratios are 7.25, 9.82, 13.3 and 20.4 to 1.

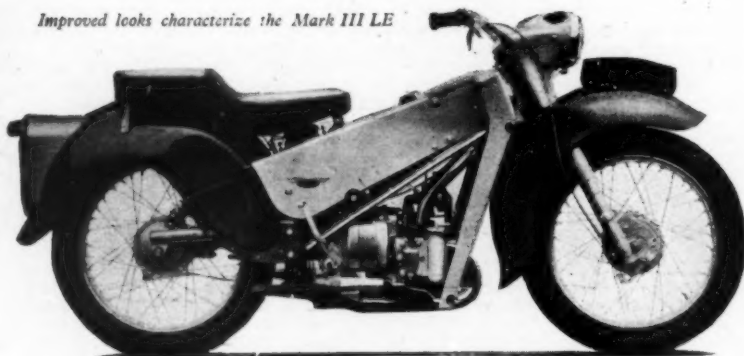
The gear box is identical with that developed for the sporting overhead-valve Valiant model and cannot be directly substituted for the earlier three-speed design. While the Mark III makes use of the standard LE frame pressings, the lattice cross member which forms the rear mounting for the engine-gear unit is of modified design, with a four-bolt fixing to the gear-box casting instead of the original seven-bolt attachment. The speedometer drive is taken from the front of the gear box (the three-speed model has the drive at the rear) and, in order to provide clearance for the cable, the fuel tank has been slightly offset to the right inside the main frame beam. This, in turn, has necessitated the transfer of the petrol tap from left to right of the machine; as before, the tap is reached through an aperture in the frame pressing. A further alteration is the indenting of the upper surface of the silencer so that the deeper gear-box casting can be accommodated.

Unlike that of the Valiant, the starter pedal is disposed almost vertically when disengaged and has an arc of travel of approximately 90 degrees. Footboards are retained and, as on the standard model, are of two-level pattern; the rider's foot is normally positioned on the ramp which connects the two levels. Since the gear pedal projects forward of the ramp, there is clearance for the toes beneath the pedal for downward changes.

The engine of the Mark III differs from that of the standard (Mark II) machine and is, in effect, a water-cooled, side-valve version of the Valiant power unit. However, while the main crankcase sections for both overhead-valve and side-

# Foot-change LE

*Improved looks characterize the Mark III LE*



valve models are cast from the same patterns, on those of the newcomer there are pierced openings giving access to the tappets and closed by bolted-on covers. As the unit is longer than that of the three-speed model, the two brackets by which it is attached to the frame at the front are shortened.

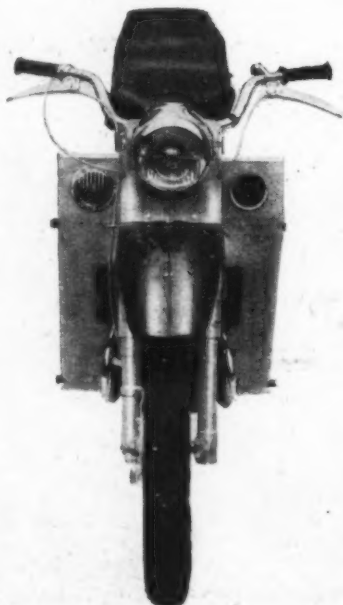
The Valiant crankshaft is employed and has a  $\frac{1}{2}$ -in-thick middle web and separate crankpins of  $1\frac{1}{2}$ -in diameter pressed into the webs; the more robust assembly does not imply an increased power output but

has been adopted in the interests of standardization. The single carburettor is an Amal Monobloc Type 363—with air filter, silencer and shutter-type strangler—fitted to the middle of the tubular induction manifold and facing forward at right angles to it, instead of being slightly inclined transversely as on the earlier model. This change has been made because use of the Valiant crankshaft has increased the offset between the cylinders. To keep the carburettor choke on the machine's longitudinal axis would have resulted in excessive induction bias.

Affording a new, tidier look to the front of the machine is the adoption of a lower headlamp mounting, with a cowl which shrouds the upper parts of the front-fork stanchions. The lamp is the latest Miller pattern and embodies a metal bulb shroud designed to throw a flat-topped beam and thus minimize dazzle. Mounted in the lamp shell are the ammeter, the speedometer and the combined ignition and lighting switch; accordingly, the panels which top the legshield on the standard model are replaced by plain, polished-aluminium covers. However, should an owner wish to fit an oil-pressure gauge the makers can supply a pierced cover for the left legshield. Set into the forward face of the right legshield is the electric horn, while the matching position on the left shield is occupied by the licence holder. A chromium-plated handlebar of raised pattern with non-adjustable welded-on lever pivots is fitted.

As on the three-speed model, a finish of silver-grey is standardized and available at extra cost are two-tone finishes in grey and blue, grey and green or grey and polychromatic green. Other extras include panniers in leathercloth or metal and the already-mentioned oil-pressure gauge. Basic price of the Mark III Model LE is £162 10s and the total price (including purchase tax, payable in Great Britain only) is £202 14s 5d. The makers are Velocette, Ltd., York Road, Hall Green, Birmingham, 28.

*Valiant-type headlamp, fairing and handlebar are fitted; horn and licence holder occupy matching positions on the legshields*



# Super-sporting Mud Plug

Three Musketeers Trial True to Type : Peter Stirland's

(Royal Enfield) Third Win in Five Years

**T**ORRENTIAL rain throughout the early hours of Sunday morning had a curious effect on the Three Musketeers Trial. Hitherto difficult sections were rendered quite easy as a result of the mud being washed away, but other parts of the course became so waterlogged that the entire group of sections along Devil's Highway had to be deleted. For the sidcar contingent (some 26 strong) the Sheepsgrove sections were also by-passed, thus depriving the course of its two most popular areas.

Organized by the South Reading Club, the trial (open to the South-Eastern and Southern centres) started and finished at California in England, near Wokingham, and most of the course lay in the muddy country around Arborfield and Swallowfield. As usual in this event, the going proved less difficult for the early numbers and Peter Stirland (346 Royal Enfield) took full advantage of the fact that he was in the first dozen. Even so, his loss of only six marks was an inspired performance, comparing strikingly with the 15 lost by the runner-up, Gordon Jackson (347 A.J.S.). It was Stirland's third win in the past five years.

Another great achievement was that of veteran John Catchpole who took his 342 c.c. two-stroke twin sidcar outfit—the J. C. Special—around the shortened course with only eight marks lost. Five of them were accounted for by an impossible section at Spring Lane where every sidcar stopped; the other three were the result of some very necessary footwork at muddy Bound Oak.

The solo class (entries for which were closed at 150) got away after the sidcars but the elimination of Devil's Highway meant that several of the better riders reached Sheepsgrove before losing any marks at all. However, Sheepsgrove turned out to be the

only section on which nobody was clean, though Stirland and P. G. Harden (197 Francis-Barnett) surmounted the worst obstacle with no more than a single prod on the slippery tree roots.

The 35-mile course contained 36 sub-sections for solos and 24 for sidcars. Unquestionably the predominant feature was mud. But the Three Musketeers Trial has long enjoyed a reputation for being a super-sporting mud plug of the old-fashioned type and even the most critical competitor could not deny that this year's event ran true to form.

**Best Solo.**—P. T. Stirland (346 Royal Enfield), 6 marks lost. **Best Sidcar.**—J. A. Catchpole (342 J. C. Special), 8. **250 c.c.**—W. G. R. Faulkner (197 Sun), 18. **350 c.c.**—G. L. Jackson (A.J.S.), 15. **500 c.c.**—G. Bartlett (Ariel), 24. **Team Award.**—Sunbeam: Stirland, Jackson and H. H. Rayner (197 Norton), 30. **Best South-Eastern Centre Rider.**—Rayner, 19. **Best Southern Centre Rider.**—T. S. C. Gilliland (490 Norton), 29. **Best South Reading Member.**—E. G. Jackson (347 Matchless), 32.

**First-class Awards.**—K. D. Wright (498 A.J.S. sc) and W. A. Turner (497 Ariel sc), 10; P. A. Lamper (197 Greeves), 19; P. G. Harden (197 Francis-Barnett), 21; J. M. Simpson (197 Greeves), 22; R. Langstone (347 Ariel), 25; R. J. May (347 Matchless) and G. L. Coppuck (197 Francis-Barnett), 24; J. Ewen (347 A.J.S.), 26; P. H. Fraser (148 Francis-Barnett) and H. J. Ginno (197 James), 27; P. D. Mitchell (497 Ariel), 29; J. A. Widdham (399 B.S.A.), 30; W. J. A. Mills (497 Ariel), D. F. Dodd (347 A.J.S.) and J. Brunton (498 Triumph), 31.

## P.E. "200"

**A**LL four overseas riders—three of them from Britain—performed well in the Port Elizabeth "200" handicap at the W. M. Gray circuit, Port Elizabeth, Cape Province, South Africa, on New Year's Day. All four finished in the first 20. More than 20,000 people turned out to watch the racing and they saw

Karl Rorich, a 24-year-old Durban rider, win on a 348 c.c. A.J.S. which had been salvaged from the scrap heap. It was the 13th Port Elizabeth "200" but it was lucky for Rorich for, while he made his second fuel stop at the end of the 15th lap, Lionel Rowe, a local rider on a 348 c.c. B.S.A., flashed ahead and held the lead almost to the finish.

A misunderstanding cost Rowe victory. Within sight of winning, his engine cut. Believing he had a further lap to complete, he pulled into the pits. The pit team yelled to him to push over the line 100 yards ahead but, by the time he realized that he was on his last lap and began struggling towards the chequered flag, it was too late; Rorich went past. G. Cain (348 Velocette) finished second and Rowe pushed in to take third berth. Of the first 13 machines home, no fewer than 11 were three-fifties.

The meeting was free from serious accidents and several records were broken over the nine-mile lap. A puncture caused W. Kinsky's 595 c.c. B.M.W. to skid and plunge down a gravel side track. He narrowly missed a culvert and a group of spectators.

Best of the British riders was Dave Chadwick (348 Norton) who competed last year. He finished sixth and collected the Pyroll Trophy for the highest average speed (98.8 m.p.h.) the Cope Trophy for best 350 c.c. time and the Vella Trophy for the fastest 350 c.c. lap. Chadwick is reported as saying that he may stay on in South Africa.

Mike Hailwood (248 N.S.U.) finished 16th and established the highest average speed in the 250 c.c. class in spite of having to ride with one hand during the last lap. On the straights he was travelling at about 115 m.p.h. while holding the carburettor after the mounting had broken. Making yet another appearance at Port Elizabeth, veteran Frank Cope (248 Norton) of Birmingham was third best in the 250 c.c. class and finished 15th overall. There was warm feeling for Olle Nygren (348 A.J.S.) of Sweden who has previously ridden in South Africa as a speedway star; he made second-best time in the 350 c.c. class to finish 11th overall.

Among the record breakers again this year was Borro Castellani (499 Norton) who started from scratch. His fastest lap at 105.88 m.p.h. was some 2 m.p.h. short of Geoff Duke's (Giler) fastest lap last year but it was a record for a South African on a Union course. The dapper Italian started 32m 30s after the first man. By the 11th lap he had passed half the field but subsequent engine trouble prevented his challenging the leaders. Castellani eventually finished 17th.

**Handicap.**—1. K. Rorich (348 A.J.S.), total time 94m 42s (handicap 16m 30s); 2. G. Cain (348 Velocette), 95m 22s (17m 20s); 3. L. R. Rowe (348 B.S.A.), 98m 53s (20m 30s); 4. G. Hocking (348 Norton), 99m 32s (11m); 5. J. A. Redman (499 Norton), 87m 56s (7m 45s); 6. D. V. Chadwick (348 Norton), 87m 24s (6m 45s); 7. R. A. Burger (348 B.S.A.), 97m 11s (16m 30s); 8. G. A. Smale (348 Norton), 97m 32s (16m 30s); 9. L. A. Woods (348 B.S.A.), 98m 3s (16m 30s); 10. L. G. Smith (348 B.S.A.), 102m 24s (20m 30s); 11. O. Nygren (348 A.J.S.), 88m 41s (6m 45s); 12. D. Clark (499 Norton), 89m 25s (6m 45s).

**100 c.c. Class.**—1. Redman; 2. D. Wolf (Norton); 3. B. P. Castellani (Norton). **Fastest Lap.**—Castellani, 105.88 m.p.h.

**350 c.c. Class.**—1. Chadwick; 2. Nygren; 3. Hocking. **Fastest Lap.**—Chadwick, 98.86 m.p.h.

**250 c.c. Class.**—1. M. Hailwood (N.S.U.); 2. B. G. Podmore (MV Agusta); 3. E. F. Cope (Norton). **Fastest Lap.**—Hailwood, 90.76 m.p.h.

## Honoured

**T**HE award of M.B.E. was conferred in the New Year Honours List on Captain E. T. S. Salmon, popular general secretary of the Civil Service Motoring Association. His ties with the Association date from 1931; from the following year until 1935 he was a member of the finance committee, then became social secretary and, in March, 1938, general secretary. Meanwhile membership of the C.S.M.A. has grown from 45,000 in 1939 to its present record level of 75,000, after dropping to 15,000 during the war years.

Family scene at the Port Elizabeth "200." Mr. and Mrs. Stan Hailwood pose with Mike Hailwood, who won the 250 c.c. class and made fastest lap





## LETTERS to the Editor

### McIntyre's Hour Record

#### *The Potentialities of Small-capacity Multis*

THANK you for that wonderful story on December 12 dealing with Bob McIntyre's hour-record run. What a story—one could almost hear the enchanting note of that superb 350 c.c. engine while admiring such an epic ride.

Especially interesting to me is the fact that a three-fifty was chosen for the attempt. You, sir, and some of your readers may remember an article which you were good enough to publish in *The Motor Cycle* for 25 May 1950 in which I suggested "it may well be feasible to produce a 250 c.c. multi capable of competing on level terms in all three classes—250, 350 and 500 c.c." The layout I proposed was a flat, opposed eight-cylinder engine, running at 16,000 r.p.m.

Since then we have seen the eight-cylinder Moto-Guzzi and the six-cylinder MV Agusta, and now we have a 350 c.c. four chosen deliberately—and successfully—to cope with the hour record.

Perhaps, after all, I was not far cut in suggesting a 250 c.c. eight for a potential winner of all three classes, including the hour record and, possibly, the world's maximum-speed record. Shrewsbury. G. H. JONES.

### Tubeless Tyres

#### *Double White Lines and the Austin Seven*

TWO correspondents' letters in your issue for December 26 raise points which interest me particularly. Victor Darmanin may like to know that a tubeless tyre for use on a wire wheel is illustrated in a book published in 1896 entitled *Bicycles and Tricycles*, by Archibald Sharp, B.Sc.! The book was lent to me by Harold Karslake and is not now in my possession, but from memory the design relied on a flap attached to one of the beads of the cover to prevent air from leaking past the spoke-nipple holes.

When writing on double white lines A. Sansom seems to assume that the illustration on your leader page of December 5 issue shows the whole of the bend. How does he know? It seems probable to me that there is quite a lot of bend off the picture to the left where, of course, the solid white line will be on the other side of the broken one. (*This is not so.—Editor.*) I believe the double-line system to be an excellent one provided whoever decides on the position of the lines knows what he is doing. Councils today mark some bends with solid lines and others with broken ones, apparently in the belief that motorists will not cross the solid lines. The Highway Code, of course, permits one to do so provided one can see that the road is clear, but all too often I have found that one can see round the bends with solid lines but cannot see round those with broken lines!

Finally, may I refer to the report on the discussion in Birmingham headed "The Future of the Bubble Car," in which I set the ball rolling by speaking in favour of the miniature car, though not necessarily what I understand by the bubble variety. I am

reported as stating that the Austin Seven was introduced 25 years ago, and believe that I did actually make this mistake. In point of fact, of course, it is now 35 years since the first baby Austin appeared on our roads. This remarkable little vehicle did not conform to the traditional car shape of the day, and its performance was such that it was constantly overtaken by larger cars. It tapped an entirely new market and did not do what Lord Austin (then Sir Herbert) said it would—drive the sidecar outfit off the roads. I firmly believe that there is a market today for a similar type of vehicle if it were produced in large quantities by modern manufacturing processes. This market would not interfere with the sales of motor cycles or conventional small cars as we know them, though whether there is room on our roads for all the miniature cars which could be sold is another matter. However, at long last we are promised a real road-development programme. R. A. WILSON-JONES

(Chief Engineer, The Enfield Cycle Co., Ltd.).

Redditch.

### Opposition to Trials

#### *Example of Campaign by Ramblers' Association*

AS I have examined the same literature regarding the part played by the Ramblers' Association in promoting Section 12 of the Road Traffic Act, 1956, as has been discussed by Ralph Venables and S. T. Huggett, may I be permitted to enter the lists?

Mr. Huggett gives the A.C.U.'s case with great skill but, unfortunately, the Union's efforts to prevent this measure becoming law were but a feeble imitation of the relentless campaign run



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by the Ramblers' Association from the early part of 1956. The idea of motor-cycle trials being controlled or made illegal was first mooted by the County Councils' Association and was enthusiastically embraced by the R.A. and our old friends the Pedestrians' Association. As Mr. Huggett pointed out, the Government was reluctant to take action, but the R.A. circularized some 200 M.P.s and was also able to use a spearhead of its own members who sit in Parliament.

To the best of my knowledge—and I have made a special study of the subject—the A.C.U. made no effective reply to this preliminary bombardment. If rapid counter-measures had been taken, M.P.s circularized with the facts (the R.A.'s propaganda was astonishingly off the beam), deputations sent from individual clubs and, perhaps, support from manufacturers and Army authorities engaged, then the iniquitous amendment might have

been quietly withdrawn. As it was, by the time the measure was debated in the Commons it was too late to do anything; we may count ourselves fortunate that trials were not made downright illegal.

At the next session of the Ramblers' Association "parliament" there was a great crowing on its glorious victory over someone else's harmless pastime. The R.A. has issued instructions to its members to inform on any motor cyclists they think are contravening the R.T.A., a matter that should have the serious consideration of all competition secretaries. Also, from study of the Ramblers' literature, one is led to the inescapable conclusion that they are determined to destroy all forms of motor sport, even scrambles and road races. The lesson from all this is that the existence of our sport can be ensured only by eternal vigilance. It is not too late to inaugurate a well-planned and militant campaign at all levels of A.C.U. organization to achieve either the repeal or amelioration of the 1956 Act. Nearly all the unsurfaced roads in Britain are now classified as either foot-paths or bridleways and this, too, should receive our immediate attention.

The Union's negotiations with the County Councils' Association are hardly likely to come to anything, as this body was the one that began all the bother and would be hardly likely to listen to whatever case Mr. Huggett puts to them. To emphasize my argument: let readers of *The Motor Cycle* consider what the ramblers would do had they to seek the signed permission of landowners and local authorities before they presumed to set out on an organized hike. One can hardly imagine that they would quietly sit down to talk it over with the people who were sworn to destroy them!

Rossendale, Lancs.

"ENVIOUS CASCA."

## Northern Experts' Trial

Congleton Club Members Saw It

UNFORTUNATELY "PUY 960," who wrote on December 26, does not live near enough to Congleton to join our club. However, if he did join he would receive a club bulletin once a month in which all future events are mentioned. We did organize a run to the Northern Experts' Trial, and very enjoyable it was despite the bitterly cold weather. I would suggest

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

that the main reason for his reading "Support Southern Experts' Trial" so often in the fixture list is because clubs in the South lack enthusiasm, and the production of a monthly bulletin is harder work than a short note in *The Motor Cycle*.

Stoke on Trent, Staffs.

R. NORFOLK.

*If it were Held in the North . . .*

IN reply to "PUY 960," who asks (December 26) about the lack of northern riders' interest in the Northern Experts' Trial, here is my answer to all his questions. If the trial was run in the North instead of in the Buxton area, then we would attend; it is three years since it was run in the North.

Bowness-on-Windermere.

A. WILKINS.

## Hymorl-Wright Jack

*Specimen Found in Kenilworth on Boxing Day*

WITH reference to the Accessories Review in your issue of December 26, I would like to state that my front wheel found a jack of the Hymorl-Wright variety lying in the main street of Kenilworth on Boxing Day at around 6.30 p.m. The jack was brand new and will be gladly returned to the claimant on request.

Moreton in the Marsh, Glos.

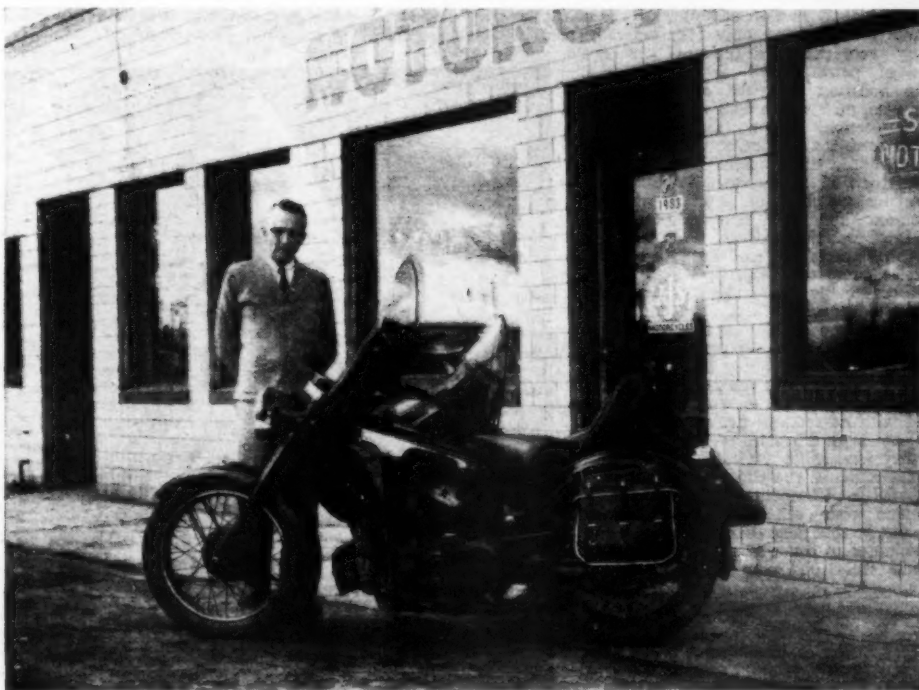
GEORGE F. COTTON.

## The Stop Light

*Potential Danger of Throttle-actuated Switch*

WHILE I don't wish to disparage K. C. Browne's novel idea of connecting his stop-light switch to the throttle (December 12), perhaps I should point out that he is riding a potential fire-ball. Has he considered the effect of a spark in the region of the carburettor, especially if that instrument is at

When in Detroit, Jack West, A.M.C. sales director, took this picture of Carl Eisen, proud owner of a pre-war Brough Superior outfit. It is fitted with the original Matchless vee-twin side-valve engine but the pivoted-fork rear springing and telescopic front fork are modifications. Side-car chassis is a British Noxal carrying an American Goulding tower body



all warm after a longish run? On the purely controversial side, when descending a long hill (of which there are several in my town) under closed throttle he would have his stop light on continuously, which would give a following driver no idea at all when he was actually braking.

Brighton, Sussex.

ANTHONY H. KING.

## Solo Queue Jumping

*Often Encouraged by the Police*

IT is apparent that R. J. Sibley (December 26) is not in the habit of driving regularly in traffic-jammed streets. One ride through a city rush-hour would show him that policemen not only turn a blind eye to queue jumping but actually encourage it in their desperation to clear the hopelessly inadequate roads.

In conclusion, we like to think that we do not "wobble" down the outside of lines of waiting traffic.

Sidcup, Kent.

"OYN 67 AND KHV 195."

## Chasing a Cup

*The Disadvantage of the Brooklands "Can"*

IN his article on December 5 Cliff Lewis did not draw attention to the enormous silencers with which machines at Brooklands were compelled to be equipped. These silencers are very clear in the photographs and must have reduced speed by perhaps 5 m.p.h., or even more. It is possible that the younger generation of riders is not aware of this handicap under which records were established, and hence are not able to appreciate fully the merit of the achievements.

Dumbarton, Scotland.

W. NEWMAN ALCOCK.

## British Experts' Trial

*Time Schedules Were Not Too Tight*

I FEEL that I must reply on behalf of the organizing club to Ralph Venables' remarks on December 19 about the time schedules set in this year's British Experts' Trial. First, let me deal with the solos. Contrary to his statement that later numbers obviously had an advantage, none of the first 10 solos lost marks on time and only four riders in the first half of the entry were penalized (one of them ran out of petrol). Jeff Smith (No. 18) who had not practised on the course and who, on his own admission, inspected every section, lost no marks on time. Apart from the competitor who misjudged his fuel, the three other riders who lost more than 10 marks each on time were seen by me hanging around with no apparent thought of time in mind!

Now for the sidecars. As an ex-British Experts' sidecar runner-up and a regular competitor myself, I feel that I was reasonably competent to judge the speed to set for this year's event. The sidecar course shown on the route card was 60 miles. Taking into account the deductions for solos-only hills, the mileage for sidecars was, in fact, reduced to 57 miles, nine miles of which were main road with no sections between at the end of Lap 1 to the start of Lap 2, and a further nine miles were main road back to the finish at the end of the shortened second lap. Competitors were allowed 20 minutes over scheduled time without penalty, so that gave them three hours and 20 minutes to cover 57 miles (18 miles of which were on main roads) which I

make an average of only 17 m.p.h. Surely this is not too much to ask of an expert.

Now to the three sidecar drivers mentioned by name: Frank Darrieulat (No. 40) did, in fact, collect 22 minutes' delay; Arthur Pullman (No. 41) 42 minutes and Ken Robertson (No. 43) 36 minutes. Bob Williams, who was excluded for being over 30 minutes late at the finish, had mechanical trouble and I understand was lucky to get back to the finish at all.

Owing to the delay, I do admit that later sidecar numbers had time to inspect sections but this is the luck of the draw (starting numbers are decided by ballot). Is it suggested that when an organizer is selecting a time schedule he makes provision for competitors to walk up and inspect hills? I feel that if a careful study of the time sheets and delay cards were made it would be agreed that all who kept moving and collected the delay allowance due to them were well within their time allowance.

I am quite sure that this sort of trouble has been caused by organizers themselves who, in the past, have decided on speeds without sufficient thought. The result has been schedules that could not be held and competitors have assumed that time does not matter anyway because it has been ignored at the finish. In order to make our intentions quite clear in last year's British Experts' a large printed notice was handed to each man on the starting line. The notice informed him that time was tight and advised him not to waste time on hills. In 2in-high capital letters were the words: "TIME WILL DEFINITELY BE TAKEN INTO ACCOUNT."

R. G. J. WATSON.

Birmingham, 11.

## Court of Appeal Ruling

*Only Signal Used for Years is for Right Turn*

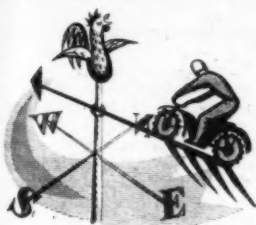
I WAS interested to read your opening leader of December 19, particularly the last three lines. For many years I have used only one signal by hand, namely, when intending to turn right. Prior to giving the signal I position the vehicle in such a way that an intelligent overtaker should understand my intention and wait for a signal. Of course, I give the appropriate signal when approaching or standing before anyone directing traffic. In an emergency one may have to do almost anything; there is no rule for it, circumstances vary enormously. The safest rule of the road is never to take a chance.

Cinderhill, Nottingham.

HAROLD KARSLAKE.



Douglas Hughes on his "Witch is Which" Dot competing in the Dublin Club's Fancy Dress Trial in aid of the Wireless for the Blind Fund



By "NITOR"

## On the FOUR WINDS

### THAT DRUMMING

Readers galore wrote to answer my query as to why my fairing-type windscreen should drum. The high-pitched buzzing of which I complained is now much less worrisome than it was—and I almost blush to disclose why. I stumbled on the cause of the bothers, entirely by accident, when carrying out advice proffered by one of my correspondents. There was no reason, really, for me to interfere with the lamp unit. It was merely that I wanted to check every item. I found that the lamp rim was not dead tight, although the top and bottom securing screws were. When the rim was removed there were two things I didn't like. First, the small right-angle brackets which are pulled up on to the rim were slightly opened out, in such a way that they were not pulling up as their designer intended. The right angles had become obtuse angles. Secondly, the fairing rim on which the light unit is carried proved to be a shade undersize. In other words, as soon as the clamp screws were slackened the unit fell away, instead of having to be prized off. One and a half turns of adhesive tape were needed before the rim fitted snugly. That done, and the brackets straightened, all seemed to be well. A brief run up the road proved that some of the offending noise at least had disappeared. Why didn't I notice that the lamp rim was a loose fit when the fairing was first mounted? You have me there! The fitting was carried out in the Dorset House motor-cycle park by a director of the company who produced the fairing!

### USING GROMMETS

All that has to be done now, before I am completely satisfied with the screen, is to reduce what little drumming remains. Success is within grasp. Already I have reversed the lower clamps (so that the support rods are now carried ahead of, rather than behind, the handlebar) and thereby reduced the effective length of the rods. Interposing rubber tap washers between the fairing and the mounting clamps in order to reduce vibration was a waste of time. The next step, therefore, is to fit rubber grommets of the type employed at holes carrying wires or control cables through metal panels. By that means, the bolts passing through the fairing will be adequately insulated. At least half a dozen correspondents have found that wheeze 100 per cent effective. Don't forget, the operative word throughout is "drumming." I have still to find an effective means of overcoming reflected engine noise . . .

### HINTS AND TIPS

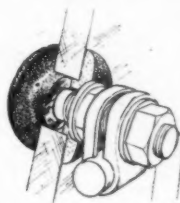
Incidentally, the extent of the interest aroused by my original paragraph discussing drumming has quite surprised me. But then, all topics of a practical or technical nature have a wide appeal among motor cyclists. Writing on an entirely different subject—on the relative popularities of the Northern and Southern Experts' trials, in fact—a reader digresses to pen a brief appreciation of the new edition of *Hints and Tips*. The book, you

may care to know, is proving hugely popular. The material was amassed by our staff and a good deal of it was supplied by knowledgeable, widely experienced readers—by *you* in fact! Less expert enthusiasts who may be considering a copy for reference in the garage, may care to note that the price is 7s 6d. If you want to obtain a copy from Dorset House (Stamford Street, London, S.E.1), the postage is 8d.

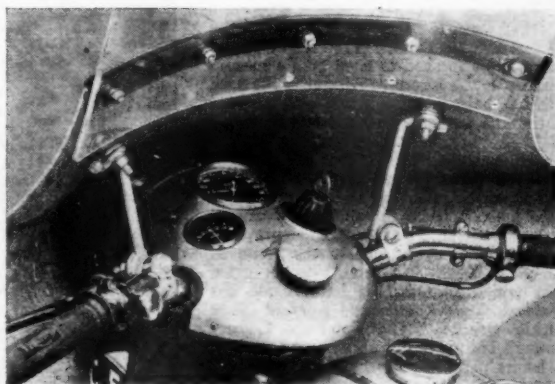
### RIDING IN FOG

Cliff Butch, writing in last week's issue, takes me to task for keeping to the gutter during near-impenetrable fog. Far better, he suggests, to ride along the white line on the road crown. There is, of course, much in what he says. He is not alone in believing that to be the better course. Yet, I can never bring myself to adopt it unless the fog is not too dense, in which case, if you are on a solo, there is little or no problem. My reasons for preferring the gutter to the

*This method of using rubber grommets at a fairing's mounting points is suggested by H. J. Ellacott, a Northampton reader*



*By reversing the lower clamps so that the support rods are moved ahead of the handlebar the rods' effective length is decreased and greater rigidity therefore obtained. Note the method of lowering the screen blade on the plastic fairing*



crown of the road are these: first, there is the danger of meeting an oncoming vehicle head-on if you and another man are following the white line (that danger is amplified by the fact that both you and he will be peering *downward*, probably, and not ahead); secondly, if I want to turn left I can follow the kerb (staying on top of the camber is of little or no help anyway if you want to turn right); finally, by running the tyres or a bewatered foot along the kerb directional problems are solved and a check for parked or halted vehicles in one's path is easily kept. All things considered, I will stick to my method whenever the fog is of pea-soup density.

## COMPETITION COMMENTARY

# Knowing the Drill

Bullying Tactics by Competitors : Tanner Trudge : "Exeter"

Entry Query : Point-to-Point Moves By RALPH VENABLES

**M**Y post-bag confirms the wisdom of a forthcoming A.C.U. rule stipulating that any rider influencing an observer can be excluded from a trial. Correspondents refer to "bullying" tactics adopted by some competitors to encourage observers to change their minds. It is easy to paint an exaggerated picture of this occasional practice but there are no difficulties where observers are on the ball. Experienced riders make a practice of knowing the regulations exactly and expect them to be properly interpreted. Observers should be just as well informed. We come back to the old theme that important officials responsible for trials must know the drill and must recruit qualified observers. It would be better to have fewer trials with top-line organization throughout if the necessary observers for our current list of events are not forthcoming. And, as a further comment on the original theme of this paragraph, let me say that a rule to prohibit riders from trying to "ease over" observers is obviously a healthy move.

**S**OME weeks ago I said that the notorious Tanner Trudge Trial (6d entry fee) appeared to have died a natural death. I was wrong. Although the trial was not held in 1956 it was duly revived in time to take place on the last Saturday of 1957. When sending me the results, the competitions secretary of the organizing club (West Wilts) said: "The trial will never be killed by the low entry fee. The cause will be the difficulties caused by restrictions on footpaths—aggravated by the curiously inconsistent attitude of the Wilts County Council." By the same post which brought his letter came the *Wessex Centre Gazette* wherein Jack Parkin writes: "The Somerset County Council is apparently enlightened enough to let its parish bodies have their say and then decide for itself to grant authority for the use of footpaths in trials providing the permission of landowners is obtained." How nice it would be for organizers if the various county councils up and down the country were more consistent in their treatment of applications.

**T**O what do readers ascribe the downward drop in entries for the Exeter Trial? The tendency is more marked in the car lists but this year the motor cycle, sidecar and three-wheeler category totalled 95 compared with 147 in 1956, 162 in 1955 and 167 in 1954 (the trial was not held last year owing to petrol rationing). Can it be that the entry fee of £1 5s is

too steep for what is, after all, a closed-to-club event? And since entrants must be members of the Motor Cycling Club we should take into account the annual subscription of £1. Perhaps some of the one-time regulars who were absent from the gallop last weekend would care to shed a little light on the mystery?

**F**OLLOWING eight carefree years at Longmoor, the Sunbeam Point-to-Point was moved in 1955 to Golding Barn, Shoreham, in 1956 to nearby Tottington Mount and last year to Hankom Bottom, Winchester. When this



Father and son: at the Oulton Park Boxing Day Scramble two riders performing were Terry Cheshire (left), winner of the final, and (right) his nine-year-old son, Neil who covered a few laps by himself. Both ride Royal Enfields

year's event takes place on April 26, yet another course will be used—within 10 miles of Longmoor. Subject to A.C.U. approval, the new venue will be Oxenbourne Farm, East Meon, where a greatly extended version of the Petersfield Club's circuit has been made available. The longer lap is just over 1½ miles and provides an unrestricted view of three steep hills and four spectacular jumps—but, like Hankom Bottom and Tottington Mount,

it falls into the mountain grass-track category.

**W**ITH Army riders, as usual, supporting the "Exeter" I am reminded that there is news of three other civilian events which have been accorded Army approval. Because W.D. land at Pirbright is not available on April 27 the Services' Trial will take place on May 4; the date of the Rossendale Enduro has been fixed for August 31; the Welsh Two-day Rally which the Surrey Hills Club will organize under a regional-restricted permit on August 23 and 24 may be modelled on the International Six Days' Trial. Unfortunately both the Rossendale Enduro and the Welsh Rally will take place too late to play any part in the selection of Army teamsters for the I.S.D.T.

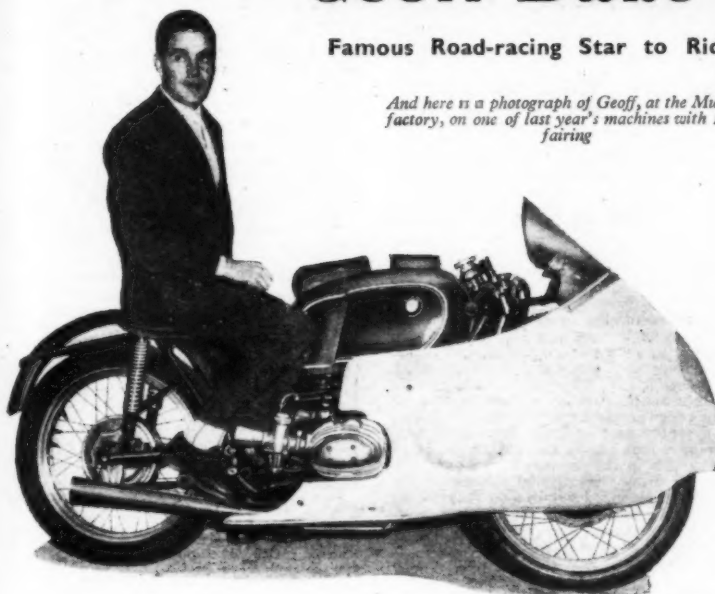
**L**AST month I wrote briefly about the 1958 Pioneer Run. This week Stan Turner (secretary of the Run sub-committee) writes to say that, in his view, a modern internal-expanding brake should be built into the front wheel of every veteran machine. At present, the almost fanatical regard for restoring oldsters in exact accordance with their original specification bids fair to endanger life and limb—especially on wet days (when

rim brakes are of little more than decorative value). C. F. Caunter's unfortunate mishap in the recent Veteran Car Run was not without significance. Incidentally, anyone with a veteran machine not yet included in the Pioneer Register has just one week left in which to submit details (with photographs) if he wants to compete in this year's frolic to Brighton. The registrar is H. L. Wilson, 8, Fairfield Way, Ewell Court, Epsom, Surrey.

# Geoff Duke on B.M.W.s

Famous Road-racing Star to Ride German Twin in Classic Races

And here is a photograph of Geoff, at the Munich factory, on one of last year's machines with 1957 fairing



Geoff Duke will ride a B.M.W. in the classic road races this year. The prelude to his decision to continue competing is described on page 38. Negotiations have been pending for some weeks and final confirmation came from Geoff on Monday morning.

The machine will be a horizontally opposed twin and is unlikely to incorporate any radical design changes. It will be faired to the new formula drawn up by the *Fédération Internationale Motocycliste* for international races this year.

According to Geoff, the B.M.W. directors continue to be intensely interested in the future of racing. Hence, indeed, their eagerness to provide him with a machine. Unhappily, the number of models and the personnel available to look after them are limited. For that reason it is not, at present anyway, likely that a machine will be on hand for Geoff to race at national meetings in Britain. He feels, however, that he ought to get in at least one road race before the T.T. and that he will almost certainly enter for the North-West "200" on May 17.

Rumour has it that Dickie Dale will also ride B.M.W.s this year although confirmation from Munich is still awaited. Dale returns to the Isle of Man today for further treatment from masseur Jack Griffiths.

## SPORTS NEWS

AMONG the several hundred enthusiasts who thronged the Shrewsbury Music Hall for Fron Purslow's seventh annual New Year party were road-race stars Geoff Duke, John Hartle, Cecil Sandford, Pip Harris and Cyril Smith. Trials aces Johnny Brittain and George Buck were also present, as were numerous lesser-known riders and many trade and industry personalities.

A FILM show by Shell's Lew Ellis covering the Golden Jubilee Senior T.T. and various trials and scrambles put everyone in a reminiscent mood. Many of last year's battles were refought and plans for 1958, though mostly fluid, were freely discussed. Cyril Smith's next major preoccupation has a four-wheel, not a three-wheel, flavour, for he partners the well-known motoring writer, Tommy Wisdom, in the Monte Carlo Rally the week after next; they will drive an Austin-Healey.

SMITH'S plans for the coming season are well advanced and a new outfit is under construction. Contrariwise, Harris is planning his programme on a newlywed's budget and will use existing machinery—probably including the older of his Manx Norton engines. Why so? Because though it may be a fraction down on top power compared with the later engine, its power curve is appreciably flatter—an asset for sidecar racing.

INCIDENTALLY, Harris expressed interesting views on streamlining which, for sidecars, is unaffected by recent F.I.M. legislation. Chief item on the debit side is cost—about £50 for a specially made frontal fairing. Of the undoubted speed benefit Harris says only 90 per cent is due to improved penetra-

tion. The remainder stems from the added loading on the front wheel; the reduced side slip means that faster cornering is possible.

ITALIAN racing contracts drawn up before the big-three withdrawal seem to be causing some misgivings. Poor Cecil Sandford is not permitted to ride anything but F.B. Mondials and, under the no-racing agreement, the factory will not provide him with a mount—O.K. financially but no good for keeping in practice. There is a possibility—no more—that Sandford may try his luck in 500 c.c. car racing. John Hartle is just a trifle apprehensive as to whether the MV Agusta factory would approve the extensive programme of national races he envisages this year. (In addition to Eric Bowers' Nortons, he hopes to ride Bob Geeson's R.E.G. twin.) Though Hartle's and John Surtees' contracts provide for such a programme, the factory is insisting that they seek permission before each meeting.

DURING the first 12 laps Rod Coleman and Peter Murphy (A.J.S.s) duelled furiously for the lead in the 350 c.c. race of the New Zealand T.T. meeting held at Wanganui on Boxing Day. Coleman seemed to have his rival's measure but brake trouble set in and Murphy went on to win with John Hempleman (Norton) second and Coleman third. D. C. Lowe (Triumph) won the 250 c.c. event after the favourite, Bob Coleman (N.S.U.), spilled and suffered a few bruises.

In the 500 c.c. race, Rod Coleman soon built up a commanding lead but was forced to retire with mechanical trouble. Coleman's miserable luck left Murphy at the head of affairs to win comfortably from Auckland rider W. Collett (Norton). Collett's magnifi-

cent performance stamps him as a possible future star. Entries reached the record total of 164.

HARRY HINTON jr. (Nortons) followed up his two wins in the Australian T.T. meeting on December 29 with a Junior-Senior double at the Victoria Grand Prix held at Ballarat on New Year's Day. In the Junior event he had an easy victory after his brother, Eric Hinton (who also rode a Norton), retired on the second lap. Bob Brown (A.J.S.) was second. The Senior race saw the Hinton brothers involved in a wheel-to-wheel tussle for the lead. Harry's win was of hair's-breadth variety with Brown—again riding his three-fifty A.J.S.—a creditable third. Similar relentless scrapping was also a feature of the 125 c.c. race when the combatants were Brown (MV Agusta) and Trevor Pound on the Walsh-tuned B.S.A. Bantam. Brown's winning margin was but a couple of lengths. Winners of the 250 c.c. and sidecar events were respectively Eric Hinton (N.S.U.) and Bernie Mack (Norton).

AS reported in last week's issue, Maurice Quincey fractured a thumb in a spill in the 350 c.c. race in the Australian T.T. meeting at Phillip Island. The injury was so serious that at first it was thought the thumb would have to be amputated. However, bone and skin grafts proved successful and the thumb was saved. Quincey will probably be out of racing for at least nine months.

CONTROVERSY on the proposed rise in A.C.U. affiliation fees is still fairly active. Latest move is a recommendation by the management committee that from January 1 next year the additional 1s per member should be shared as 3d to centres and 9d to the Union. Then centres would get 1s and the Union 1s 6d of the total 2s 6d fee. The final decision is likely to be taken at the general council meeting in February.

## Soap Suds and All!

Vic Brittain Trial Provides Tough Going, with Mud, Sand, Submerged Rocks and Detergent-impregnated Water

HAVING moved the position of his sidecar wheel to give it a lead of no less than 10in over the rear wheel, Sam Seston (499 B.S.A.) won the sidecar premier award in last Sunday's Vic Brittain Trial by the handsome margin of 14 marks. Brian Martin (348 B.S.A.) made the best solo performance. Restricted to the Midland, East Midland and Cheshire centres, the trial was organized by the Wolverhampton Club and covered a 35-mile course in the Severn valley with the start at Worfield, near Bridgnorth.

Seston began the day in fine style by recording the only clean sidecar passage through Laneside and Ridge, two of the opening sections. For the soloists the mud of The Lane was an equally tough introduction to the event: J. L. Harris (499 B.S.A.) was the first man to be unpunished in the first sub-section and his feat was equalled by only nine other riders.

The broad, swift-running waters at Rindelford attracted a large gallery of spectators but the crossing proved to be less difficult than it appeared and few marks were dropped. On the other hand, the simple-seeming Dyche

extracted marks in profusion. From the road-side, riders dropped sharply into a water-filled gully and completed a loop with an awkward climb out of the ditch. Of the first score of competitors to tackle the hazard John Stone (347 Matchless), with one dab at the exit, made the best showing. While the section defeated the entire solo entry the sidecar drivers were more fortunate.

At Severnside, where a brook tumbled through a narrow gorge into the Severn, masses of detergent foam gave a snow-like scene. Rocks lay beneath the suds and, to complete the discomfiture of competitors, the exit path lay up a steep, loose-surfaced bank. The tow-rope gang steadily hauled out stalled machines but occasionally a rider got through by his own efforts. Bryan Povey (197 James) was the only man to crest the rise without dropping a foot but he had already made an unlucky dab in the brook.

Not far away were the 10 sub-sections of Old Workings, taped climbs and switchbacks in the wilderness surrounding a derelict colliery. The observers card for the 10th sub-section told a doleful story of failure by every competitor. Less difficult, though diffi-

cult enough, was the eighth part of the excursion where a steep climb embraced a tight hairpin and protruding tree roots. A batch of six men, among them Sammy Millar and Ron Langston (497 Ariels), registered clean climbs in the early part of the entry but there followed a long list of footings and failures until S. Ellis (346 Royal Enfield) showed that the hill was still surmountable without penalty. Two dabs took Roy Peplow (199 Triumph) to the top and a gallant try by Johnny Brittain failed when the crankcase of his Royal Enfield grounded on a ridge. His brother, Pat, was luckier, requiring only a single dab on the hairpin turn.

The second half of the route included boggy Kemberton Slough and yet another series of stoppers at Hadens Hill (which accounted for 15 of the sidecar winner's total of 26 marks lost). Finally, only a mile from the finish, lay Hilton Quarry with five sub-sections marked out around the sandy bank. However, they were relatively simple and resulted in no upset among those in line for the major awards.

**Vic Brittain Trophy** (best solo).—B. W. Martin (348 B.S.A.), 17 marks lost. **George Hugh Trophy** (best sidecar).—S. T. Seston (499 B.S.A.), 26. **250 c.c.**—R. S. Peplow (199 Triumph), 27. **350 c.c.**—G. J. Draper (B.S.A.), 19. **500 c.c.**—S. H. Millar (Ariel), 26. **Team Award**—Birmingham 30; Martin, Draper and B. F. Povey (197 James), 76. **Best Wolverhampton Member**—J. V. Brittain (346 Royal Enfield), 30. **Best Wolverhampton Veteran**—J. C. Bodenham (249 D.M.W.), 75. **Sidecar Passenger Award**—H. Nash.

**First-class Awards**: 250 c.c.—G. Wheldon (201 James), 26; A. Shutt (105 Francis-Barnett), 36; R. S. Hart (197 James), 38; Povey, 40. **350 c.c.**—P. N. Brittain (Royal Enfield), 31; R. Kearsey (B.S.A.), 36. **500 c.c.**—W. Fox (Norton), 35; A. J. Empson (Ariel), 36. **Sidecar**—P. W. Roycehouse (490 Norton), 40.

## Other Sports News

TROUBLE would appear to be brewing north of the border as a result of the organization of the 1958 Scottish Speed Championships having been entrusted to the Kirkcaldy Club. The Perth and District Club, which ran the championships at Errol in 1957, has lodged a formal protest and taken steps to have the matter aired at the S.A.C.U. annual general meeting in February. Perth officials say that they were given no hint that the championship label was to be conferred on the Kirkcaldy meeting without prior consultation. They further assert that several vital factors should have been considered and that the whole subject should be thrown open for discussion by elected representatives. Incidentally, the championships are scheduled for April 26, the date of the Scottish F.A. Cup final, invariably the greatest sporting event and crowd-puller in the Scottish calendar.

**PROSPECTIVE** entrants for this year's Scottish Six Days' Trial (May 5 to 10) should have received the regulations, as mentioned in last week's issue. Further copies can be obtained from the secretary of the meeting, Tom Melville, 28, Nelson Street, Edinburgh, 3.

**BILL PEDEN**, 28-year-old road racer was married on December 28 to Miss Molly Miller. The ceremony took place at Ealing Registry Office.

**THE** St. Andrews and District Club is to stage two sand-race meetings in July and August. At the Club's annual general meeting it was decided that dates would be fixed later when further information about the tides was available.

**OWING** to trouble over the use of bridle paths and the size of the entry, the West Middlesex Amateur Club has been forced to alter the

course for its Scimitar Cup Trial to be held on Sunday. The new starting point is Bye Green, on B4544 near Weston Turville, Bucks. The 45-mile course will be laid out on a figure-of-eight basis. Observers who wish to offer their services should be at the start by 9.45 a.m. It is emphasized that, owing to the attitude of the county council, spectators and competitors must make every effort to avoid annoyance to local residents. Any unauthorized practising on private land may well bring about the loss of the area for trials.

**THE** Temple Club of Northern Ireland is contemplating moving a few miles away to a new seven-mile course at Boardmills, Co. Down, for its 1958 Temple "100" road race. The proposed course plan is now before Down County Council and it is expected that approval will be granted.

**ONE** of the prizes in the draw for lucky-number programmes at the North Hants Club's Boxing Day Scramble at Tweseldown Racecourse was a year's subscription to *The Motor Cycle*. The number drawn, 899, was announced but remains unclaimed. If the holder

of the programme will send it to Archers, Victoria Road, Aldershot, Hants, arrangements for the prize to be awarded will be made.

**REGULATIONS** are available for Sunbace's national Colmore Cup Trial (February 8). Entries close January 25. Secretary is J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

**MEMBERS** of the Happy Wanderers M.C.C. propose supporting next year's F.I.M. Rally at Brussels to be held from June 27 to 29. In conjunction with the Belgian Federation, the club has made a block reservation of hotel accommodation at 18s 10d a day for bed and breakfast for persons sharing a double room and 16s 9d for those who are prepared to have single beds in larger rooms. It is envisaged that accommodation will be very short since the rally is being held at the time of the Brussels International Exhibition; therefore, reservations must be made immediately to G. F. Little, 51, Mulgrave Road, Sutton, Surrey, who is secretary of the club. Members should also inform the A.C.U. of their intention to compete.

Top apprentice for 1957 in the academic category of the Associated Motor Cycles' scheme was 19-year-old Mark Hosken, a Greenwich Club member. Picture shows him receiving his prize from Donald S. Heather, the A.M.C. managing director



# Pioneer Dies

Passing of Sir Alliott Verdon-Roe

—a Lifelong Enthusiast

**M**OTOR-CYCLE as well as aircraft interests have lost a staunch supporter with the death last Saturday of Sir Alliott Verdon-Roe, O.B.E., at the age of 80 years. One of Sir Alliott's chief claims to fame is that, in 1908, he was the first Englishman to design and fly his own aeroplane. It was a biplane with an eight-cylinder, 24 h.p. French Antoinette engine; but when it was originally built the previous year the plane had a 6 h.p. J.A.P. engine. A 9 h.p. engine of the same make was used in the famous triplane which Sir Alliott constructed shortly afterwards and that model may be seen in the South Kensington Science Museum. With his brother, H. V. Roe, he formed the famous aircraft concern of A. V. Roe and Co., Ltd., in 1910.

For the last 35 years of his life Sir Alliott devoted much of his time to the construction of motor-cycle runabouts with extensive weather shielding. He considered that, provided it gave the rider "sports-car" protection, a motor cycle was a most attractive vehicle. His first model, the Avro Bicar, was built in 1922. It had a low bucket seat, hood and windscreen, disc wheels and hub-centre steering, and was powered by a 350 c.c. Barr and Stroud sleeve-valve engine. That model, too, is in the Science Museum. Five years later came the second runabout, the Saro, with a transversely mounted Villiers 343 c.c. two-stroke engine and enclosed shaft drive. A low seat, disc wheels and hub-centre steering were again featured as were pivoted-arm rear and double-coil-spring front suspension, both controlled by aircraft oleo struts. Many thousand miles were covered on these models but they never reached the production stage.

Sir Alliott's latest runabout formed the subject of an article in *The Motor Cycle* for January 17 last year. Engine, transmission and rear springing were from an LE Velo-cette and were chosen as a result of Sir Alliott's jappy riding experience on one of those models.

## News on Noise

**I**N Switzerland, the police of 22 cantons have received instructions from the Federal Department of Justice and Police urging the adoption of uniform regulations to reduce the noise of traffic. The check on cars and motor cycles before they are put into service is to be carried out more carefully and subsequently all mechanical devices likely to produce noise are liable to inspection.

If they do not make the alterations required to reduce noise or if they use their vehicles in a noisy manner, drivers will be fined or have their licences withdrawn.

## Scheme Launched

**W**HEN launching the R.A.C.-A.C.U. training scheme at the Corporation Cleansing Depot, Water Street, last Saturday, the Lord Mayor of Manchester, Alderman Leslie M. Lever, cut a white tape fastening the five machines (three Lambretta scooters and two B.S.A. Bantam motor cycles) and commented lightly that he was more accustomed to cutting red tape in his professional capacity as a solicitor. He went on to stress the importance of the training scheme and complimented the clubs—the Manchester Eagle and



Sir Alliott Verdon-Roe

the Manchester Lambretta—and all others concerned who had combined to make the school a reality.

As mentioned in last week's issue of *The Motor Cycle*, training starts at the coming weekend. Motor cyclists are invited on Saturday and prospective trainees should get in touch with G. C. Ludlow, 2, Bromley Road, Brooklands, Sale. Those interested in scooter instruction, which will start on Sunday, can obtain details from Peter Harrison, 27, Tatton Road North, Heaton Moor, Stockport.

## Coming Soon?

**A**FORETASTE of what could be expected in the near future was given by Major Frank W. Smith, chairman and managing director, during his speech at the Royal Enfield annual general meeting. He disclosed that a "form of streamlining and weather protection" had been developed for the 248 c.c. Crusader and added that production would be starting shortly.

**T**HE Editor is anxious to get in touch with Miss June Jones of Pontypridd, whose letter appeared in the correspondence columns of *The Motor Cycle* recently.

**A**FTER having been with Lodge Plugs for more than 30 years, latterly as assistant sales manager, S. R. Thompson has retired. His position has been filled by Peter C. Page.

**N**EXT course in the R.A.C.-A.C.U. Training Scheme run by the South Reading Club begins on Saturday at Smith's Coach Garage, Basingstoke Road, Reading, at 10 a.m. Organizer is P. Lee, 13, Shirley Avenue, Reading.

**T**HIRD stage in the development of the 20-acre site of Villiers Australia Pty., Ltd. (wholly owned subsidiary of the British company) was officially opened last month by Mr. H. Bolte, Premier of Victoria. The Australian company was founded in 1952 and production started as soon as the first of the factory buildings was ready the following year. Now output is approximately 10,000 engines a month.

**A**LTHOUGH petrol restrictions in the early part of last year had their effect, the number of motorists who used R.A.C. services in connection with touring abroad and at home, easily exceeded the previous year's figures. Although the increase was not so marked among motor cyclists, the figures were higher with 12,500 foreign bookings in 1957 as against 12,000 in 1956 and 1955. Demands from motor cyclists for home routes totalled 80,000 compared with 63,000 in 1956.

**T**HE Wayne Tank and Pump Co., Ltd., is established in new premises at Western Road, Bracknell, Berks, to which all communications should be sent. The telephone number is Bracknell 1600.

**N**EXT session in the R.A.C.-A.C.U. Training Scheme run by the Rochester, Chatham and District Club will begin at 9 a.m. on Sunday, January 19. Full details from R. N. McKenzie, 21, Warden Road, Rochester, Kent.

**F**OR engines which require a multi-grade oil providing S.A.E. 20 viscosity, Edward Joy and Sons, Ltd., are now marketing Filtrate Colloidal Super 20/40 in addition to the established 30/50. Both grades are supplied in tins as follows: one gallon, 17s 9d; one quart, 5s 5d; one pint, 3s 11d.

**A**FTER over half a century connected with the engineering, experimental and manufacturing sides of industry Harold W. Irving retired from the board of directors of the Champion Sparking Plug Co. on December 31. He joined Champions in 1929, became chief engineer in 1946 and was appointed to the board in 1953.

**I**LLUSTRATED spare-parts lists for the current range of A, B, D and M group B.S.A. machines are now available; there is a separate booklet for each group and a further booklet will shortly be published for the new Bantam Super. Copies can be obtained, price 5s each (or 5s 6d by post), from the B.S.A. Service Department, Montgomery Street, Birmingham, 11.

**T**HE main Scott dealer in the country, Geoff Milnes, of Leeds, has recently had to move to new premises as his previous shop was demolished to make way for the expansion of Leeds University. He is now at 74, Dewsbury Road. Mr. Milnes and his shop manager, Harry Langman, both started work at the original Scott factory in Shipley, Yorks. For eight years Harry Langman was a Scott factory T.T. rider.

**H**IGH-QUALITY films on subjects ranging from motor racing and aviation to the sciences of oil exploration, production, transporting and refining are available on loan from the Petroleum Films Bureau, 29, New Bond Street, London, W.1 (telephone: Hyde Park 7565). The popularity of these films increases year by year and in 1957 the number of showings exceeded 86,000, or over 8,000 more than in 1956.

**M**ORE than 400 houses and gardens open to the public are dealt with in *Historic Houses and Castles*, the 1958 edition of which is now on sale. The references are conveniently grouped in counties, and give details of locations, opening times and admission charges, public travel services and catering facilities. Each location is clearly shown on a map. The book is issued by Index Publishers, Ltd., 69, Victoria Street, London, S.W.1, price 3s.

**U**NDER the title "Europe on Your Doorstep," a series of nine weekly talks for motor cyclists and scooter riders will begin at 7.15 p.m. on Friday, January 24, at the Chiswick Polytechnic, Bath Road, Bedford Park, London, W.4. The speaker will be Leonard Black and he will deal with travel in Austria, Belgium, France, Germany, Holland, Italy, Luxembourg, Norway, Spain and Switzerland. Enrolments can be accepted at any time at the Polytechnic.

**M**EMBERS of the Triumph Owners' Club are extremely fortunate. They have been provided with a handbook and directory which gives about 1,000 names and addresses and, in many cases, personal information such as occupations and hobbies. The history of the club is briefly outlined and there are maps showing the location of the headquarters of each branch and the starting points of runs. The first edition is almost sold out but a few copies are still available from Michael Ray, 19, Shepherds Road, Watford, Herts., price 3s to members and 5s to non-members.

**L**AST year a scheme was introduced whereby tourists in France could obtain petrol at a special reduced rate using coupons to a nominal value of 1,000 francs purchased at a lower rate. Problems arose because motor-cycle and scooter tanks would not take the quantity of fuel available against one coupon. The French Government refused to introduce coupons of smaller denomination and eventually the scheme was restricted to tourists with cars. The Royal Automobile Club protested at the time and has now been informed that renewed negotiations have been opened between the Automobile Club de France and the authorities.

# CLUB



# NEWS

**A.M.C. Owners** (North London).—January 14: First-aid talk (Cook's Ferry Inn, 7.30). (South Eastern).—January 12: Support Combine trial (Tunnel Hill, 10.30). 14: Film show (White Hart, Barnes, 7.30). (South Essex).—January 9: Electric talk (White Horse Inn, Market Place, Romford, 7.30). **Barry**.—January 14: Games night. **Bayswater**.—January 10: Trial officials' meeting (H.Q., 8). 12: Trial (Tunnel Hill, 10). **Birmingham Lambretta**.—January 15: Club night (H.Q.). **B.M.C.R.C.**.—January 14: Engine talk and demonstration by Bob Geeson; one guest per member admitted (Prince of Wales Tavern, Drury Lane, London, W.C.2, 7 p.m.). **Bowden**.—January 9: A.g.m. (H.Q., 8).

**British Two-Strokes**.—January 12: Support Star Group Trial (Spot Café, Egham Roundabout, 9.30). **Broughton and Breton**.—January 10: Inter-club quiz (Shell Club, Stanney Lane, Ellesmere Port, 7.30). Competition membership, permitting the participation in competitive events only, has been introduced. Annual fee is 5s. Application forms from K. Williams, Bray Hill, Holway Road, Holywell, Flintshire. **Cornwall Centre**.—January 12: Board meeting (White Hart Hotel, St. Austell, 3). **Croydon**.—January 12: Support Group event (Airport, 9.30). **Crystal Palace**.—January 10: A.g.m. (H.Q., 8.30). **Devonport**.—January 10: Film show (H.Q., 7.45). 17: Annual dinner and dance (Continental Hotel, 7). **Dittons**.—January 12: T.V.T.C. Trial (Hampton Court, 9.30). 14: Committee meeting (Royal Oak, Teddington, 8). **Dublin University**.—Winner of the Griffith Memorial Scramble was C. Childs (497 Ariel). **Falcon (Croydon)**.—January 10: Annual dinner and dance (Kennard's, 7.15). 12: Scroungers' run (Fond, 11). 13: Nomination night (H.Q., 7.30). **Ford Sports**.—January 12: West Wickham (Gants Hill, 10).

**Halstead**.—Regulations for the February 16 open-to-Eastern Centre trial from C. D. Newport, 35, Hayhouse Road, Earls Colne, Colchester, Essex. **Ilford**.—January 14: Natter night (Doctor Johnson, Barkingside, 8). **L.E. Velo (London)**.—January 12: Impromptu run (Maidenhead Bridge, 11). **Lea Bridge**.—January 12: Crossword competition (Beacon Café, 10). **Leatherhead**.—January 12: Support Group trial (Plough Roundabout, 9). **Liverpool Imperial**.—Regulations for the January 26 open-to-North-Western Centre Novex Trial from R. Symington, Flat 2, 75, Canning Street, Liverpool, 2. **London Douglas**.—January 10: Film show (H.Q., 8). 12: Bayswater sporting trial (K.L.G.'s, 10). **London Scooter**.—January 9: Any Questions? (H.Q.). 12: Run (Blue Cockatoo, Albert Bridge, 10). **London Touring**.—January 10: Auction (H.Q., 8).

**Leicester Query**.—Many trade and sporting personalities attended the annual dinner held last Thursday at the Bell Hotel, Leicester. Proposing an omnibus toast to the club, ladies and visitors, Fred Wallis snr. announced that East Midlands Centre club had jointly presented the Jack Shaw Trophy for an annual centre road-race championship; the late Mr. Shaw had served Leicester Query as secretary for 21 years. Replying to the toast, scrambler David Bowerman

remarked that the club had organized no fewer than 11 main events during the year. The prize distribution was conducted jointly by Geoff Duke and Jimmy Simpson snr; raffle prizes were presented by Johnny Brittain. Representing the technical press were Bob Currie (*The Motor Cycle*), Norman Sharpe (*Motor Cycling*) and Bob Hakewill (*Motor Cycle News*).

**Manchester Vagabond**.—January 11: Annual social (Masonic Hall, Chorlton). 12: Edale (Hazel Grove, 10.30). **Messerschmitt Owners**.—January 12: Combined meeting of London and Bristol sections (Market Place, Marlborough, Wilts, 12). **Norwich Sidecar**.—January 15: Club night (Stag, St. Benedict's, 8). **Norwood**.—January 14: Club night (H.Q., 7.30). **Panther Owners (Home Counties)**.—January 11: Christmas party (Bethnal Green Town Hall, 4.30). **Pendennis**.—January 10: Film show (Co-operative Hall, Falmouth, 7.30). **Plymouth Touring**.—January 9: Slide show (A.T.C. Hall, Biggin Hill, Ermscliffe). 12: Dupath Wells, Gunnislake (Stadium, Pennycross, 2).

**Rechester, Chatham**.—January 10: A.g.m. (King's Head Hotel, 8). **Rudge Enthusiasts**.—Tickets for the dinner and dance (price 16s single and 30s double) from J. Lennon, 66, Burlington Lane, London, W.4; non-members are welcome. Among those expected to be present are Jimmy Simpson and G. L. Hack, Rudge pre-war chief designer. Venue is the Royal Hotel, Woburn Place, London, W.C.1. **Southern**.—January 13: Road-safety meeting (Langport Council Offices, 8). **South Western Centre**.—A.g.m. (Countess Weir, Exeter, 2.30). **Surrey Sidecar**.—January 12: Model Village, Beaconsfield (Toby Jug, 10). **Triumph Owners (Epping Forest)**.—New secretary, R. Higgs, 106, Chatsworth Drive, Enfield, Middlesex. January 14: Quiz (H.Q., 7.30). (North London).—January 10: Beetle drive (H.Q., 8).



A new badge has been introduced by the Louth Club. The Cadwell Park circuit is in red superimposed over a chequered flag. Wording is chromium plated on a Lincoln Green background.

7.30). (North Wales and Merseyside).—January 10: New Year party (St. John Ambulance Association Hall, Queensferry); all owners welcome; details from J. S. Whitfield, 18, Fairfield Road, Stockton Heath, Cheshire, (North West London).—January 10: Talk by Triumph service manager (H.Q., 7.30). 14: Holiday-slides show (H.Q., 7.30). (West Midlands).—January 9: Esso film show (H.Q.). **Vagabonds**.—January 12: Madame Tussaud's (Highway Café, 2.30). 13: Club night (Bull's Head, Turnford, Herts).

## IMPORTANT EVENTS

**Saturday, January 11**.—Neath: National St. David's Trial, Territorial Army Centre, 10 a.m. **Dublin**: Manders Cup Trial, C.F.I. Pit, Agh Farrel, near Brittas, 2 p.m.

**Sunday, January 12**.—East South Wales: Ron Cumbley Cup Trial, Howard's Garage, Cwmbran, 11 a.m. **Wirral**: Trial, Bales Café, Dunkirk Lane, Capenhurst, near Cog d'Or, on A517, 11 a.m. **Weston Turville, Bucks**: W.M.A. Scimitar Cup Trial, Bye Green, 10.30 a.m. **North Berks**: Trial, Blewbury Filling Station, Blewbury, on A417 between Reading and Wantage, 11.15 a.m. **Bishops Waltham**: Trial Jubilee Tavern, Dunbridge, 11 a.m. **Northallerton**: Trial, Carlton Bank, Carlton-in-Cleveland, 10.30 a.m. **Shepton Mallet**: Trials, Mendip Service Station, Gurney Slade, on A37, 10.30 a.m.

**Sunday, January 19**.—Bodmin: Camel Vale Trial, Mid-Cornwall Garage, 1 p.m.

**Vincent-H.R.D. Owners (Aldershot)**.—January 10: Castrol film show (The Cannon, Victoria Road, Aldershot, 7.30). (Derby).—January 9: Club night (Osmaston Park Hotel, Derby). (East Midlands).—January 11: Festive feed (Lodge Hotel, Barrow upon Soar, Leicester, 7). (Kent and Sussex).—January 12: Policy meeting (Windmill Inn, Cranbrook, Kent, 12). (North London).—January 14: Bring and buy (The George, Holmes Road, Kentish Town). (Oxford).—January 10: Club night (Bear and Ragged Staff, Cumnor). (South London).—January 10: Tombola (T.A. Headquarters, Bromley Road, Catford, 8). (West London).—January 11: Christmas party (Co-operative Hall, Bath Road, Hounslow). 13: Club night (Ickenham Community Centre, 8). **Watling Association**.—January 12: Kop Hill (Queen of Hearts, 10). **West Middlesex Amateur**.—January 11: Film show (Glacier Metal Company, off Bridgwater Road, Alpertown, 7.45). **Wood Green**.—January 12: Support West Middlesex Amateur trial (Alexandra Palace, 9.30). **Worthing Eagle**.—January 9: Club night (H.Q., 8). **Wrexham**.—The trial scheduled for January 12 has been cancelled. Tickets for the February 14 annual dinner and dance from W. H. Gittins, 21, Heol-y-Plas, Cefn-Mawr, Wrexham.

THE CLUBMAN

## In Brief

**MOTOR-CYCLE** road service outfits will be among the contingent of Automobile Association patrols in the international force on duty during the Brussels Fair later this year.

**OWNERS** of B.S.A. machines may obtain an attractive calendar for 1958—depicting a full-colour riverside scene at Stratford-on-Avon—by sending 6d in stamps to the Advertising Department, B.S.A. Motor Cycles, Ltd., Armoury Road, Birmingham, 11.

**CLASSES** in scooter and moped maintenance and repair are being held on Wednesday evenings from 7.30 p.m. to 9 p.m. at the Harold Hill College, Settle Road, Harold Hill, Romford, Essex. Students are able to do practical work on their machines in a well-equipped shop under the supervision of a qualified instructor. The fee is 10s a term.

**TO** mark his retirement on December 31 Harry E. Holland, who was Triumph export manager from 1945 to 1955, was presented with a gold wristlet watch by the managing director, Edward Turner. He also received a radio set as a gift from the senior staff. In making the presentation Mr. Turner said: "Men of the integrity and quality of Harry Holland have been the backbone of the British industry for the past half century."

**WHEELED** transport through the ages and the development of the pneumatic tyre: are dealt with in two new booklets, *Story of the Wheel and Making a Car Tyre*, just published by Dunlops. Primarily the booklets are intended for use in schools but will be found interesting by adults. Copies are available free and without postage charges from the Public Relations Department, Educational Section, Dunlop Rubber Co., Ltd., St. James's House, St. James's Street, London, S.W.1.

**ON** March 1 the Wilts Border Club is starting its first course under the R.A.C.-A.C.U. Training Scheme. One machine has been presented by the R.A.C. and the other by local agents, Ross and Haines, Ltd., of Chippenham. Lectures will take place one evening each week and practical instruction on Saturday afternoons. Fee for the course is £1 16s. Full details can be obtained from Jack Henry, Lime Tree Mews, Kingston Langley, Chippenham, Wilts.

**READERS' CORNER**.—*Instruction Books Wanted*.—W. S. D. (London, N.20): for a 125 c.c. J.A.P.-powered Bond Minibike. R. T. D. (Fife): Pitman's "Book of the B.S.A." covering the 1934 Model J11. *Contact Wanted*.—J. M. W. (Widnes): with the two R.A.F. motor cyclists from Weston super Mare to whom he gave a lift from Sutton Weaver to near Warrington in his Vauxhall 12 on December 8, in order to return goggles. P. S. F. (Cardiff): with the person who lent his injured friend a scarf during the Bridgend Boxing Day scramble; he thanks all who assisted. *Back Numbers Available*.—T. Perkins. The Foxwalks, Bromsgrove, Worcs: January to August 1957. *Experiences Wanted*.—E. G. (Brighton): working tour of the world by motor cycle. M.C.C. (Gateshead): driving three-wheelers.

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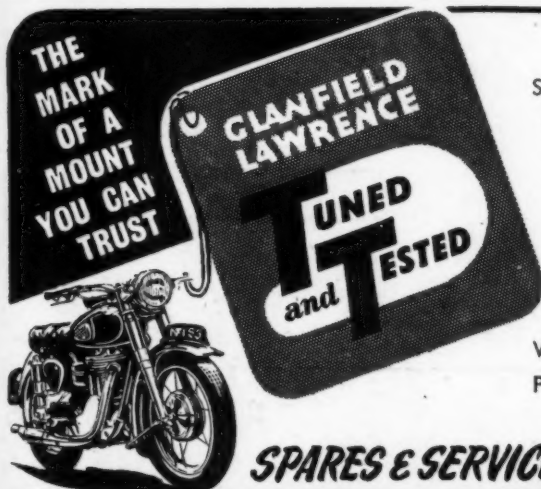
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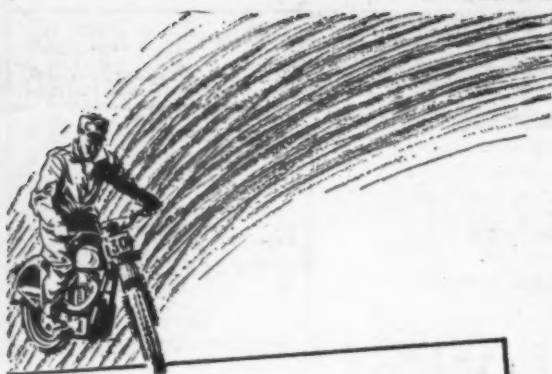
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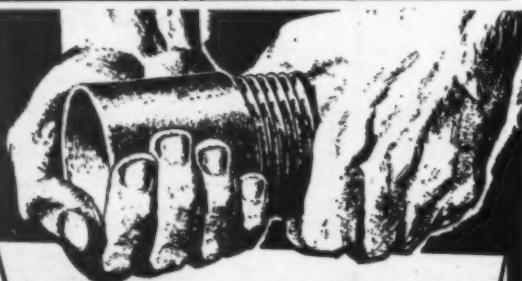
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Head Office, CAMBERWELL GREEN, LONDON, S.E.5. ROD 2181 (10 lines).  
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### USED SOLOS

1954 B.S.A., 25 c.c. Winged Wheel, good con.	£19 10
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1953 ARIEL, 500 c.c. Hunter Twin, springer	£99 10
1955 MATCHLESS, 500 O.H.V. G.30, sprg.	£135 10
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1954 TRIUMPH, 500 c.c. Speed Twin, sprg. d/seat, carrier, good appearance, condition	£147 10
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JUST ARRIVED - THE LATEST '58 SCOOTER SIDECARS

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The small car with large car specifications.

CAR COMFORT AT MOTORCYCLE RUNNING COST (80-85 M.P.G.)



COMBINATIONS, SIDECAR BODIES, CHASSIS, ETC.

We've got them all \* MARBLE ARCH MOTOR SUPPLIES  
NEW ONES, USED ONES BIG ONES, SMALL ONES

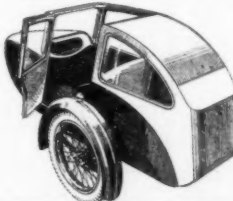
## USED COMBINATIONS

1951 A.J.S., 500 O.H.V. Model 18, w/screen and Watsonian Ascot saloon sidecar	£105 0
1951 B.S.A., 600 c.c. M21, with a matching maroon/silver Swallow child/adult sidecar	£119 10
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1952 HORTON, 500 Twin, and Swallow Jet 80 Sports sidecar	£150 0
1955 B.S.A., 650 c.c. Golden Flash, sprg., fitted matching black and silver Jet 80 Sports sidecar, spothump, taxed, 1 owner	£229 10
1956 TRIUMPH, 500 c.c. Speed Twin with matching Watsonian Ascot, fitted brake, one owner	£199 10

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Tinted, splinterproof lenses, perforated leather eye cups, metal rims, elastic headband. Complete in strong fibre case. (Originally made for the R.A.F.)

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If you're interested in getting the best it'll pay you to study these few facts.

**KING'S**  
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USED bikes—really good quality post-war and FULLY GUARANTEED machines—all makes and models for every purpose and pocket—IT'S IMPOSSIBLE to get a bigger selection anywhere!

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**CHOOSE FROM THE WORLD'S FINEST SELECTION AND BUY ON THE WORLD'S FINEST TERMS. VISIT YOUR NEAREST BRANCH NOW OR POST THIS COUPON**

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**R&C AUTOCARS, Ltd.**, 98, Park Lane, W.1. Grosvenor 6968.  
**SOLE** Concessionaires for Adler motor cycles, scooters and mopeds, immediate delivery Junior model with 12-volt starter and luggage carrier; £163/1/5 incl. P.T. [0073/R]

**COMERFORDS** for Adler from stock—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531. [C1006]  
**ADLERS**.—All models for immediate delivery; spares service, etc.—Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Tel. Ealing 4327. [0051/R]

**A.J.S.**

**A.J.S. MOTOR CYCLES**, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [1017/R]

**KING'S OF OXFORD.**

**1958** A.J.S. models, you'll get the deal of deals at King's, the easiest, friendliest terms: immediate delivery 10 mins. visit, 24 hours post, any motor cycle, three-wheeler or car in part exchange; write or call now, remember there's a really national service behind you at **KING'S OF OXFORD**, New Rd., Oxford. [C1171]

**HARRY NASH**.—New 1957 models reduced 12½%: 1958 models actually in stock, usual terms.  
**H**.—Nice selection well-kept used models.—391, King St., Hammersmith, W.6. Riv. 2837. [C1090]

**T. W. KIRBY MOTOR CYCLES, Ltd.**, your A.J.S. specialists, 10, Roneo Corner, Hornchurch, Tel. 8785. [0414]

**WHITE & MARTIN** for your new A.J.S.: part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

**SLOCUMBS OF NEASDEN!!!** for your new A.J.S.: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**BOB KEELER, Ltd.**, offer all A.J.S. models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [0194/R]

**55** gns.—A.J.S. 1948 500cc ohv, dual seat, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), W.3. Ham. 6041. [C1114]

**COMERFORDS**.—£65!! 1939 A.J.S. 1,000cc big twin, black and chromium finish, streamlined saloon sidecar, fullest equipment, outstanding condition.—Portsmouth Rd., Thames Ditton, Surrey. [C1006]

**A.J.S. WANTED**

**ROWLAND SMITH'S**, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**A.J.S. SPARE PARTS**

**CLAUDE RYE, Ltd.**, A.J.S. specialists.—Spares.—895, 921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

**WHITBYS OF ACTON**.—All A.J.S. Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6785 [S1128/R]

**GUS KUHN**.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R]

**WAYS OF EALING, Ltd.**, A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2537. [S1075/R]

**PUTNEY AUTOS**.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]

**COMFREYS, Ltd.**—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cto. 5641-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barkingside Rd., Ham. Gra. 8088; 94-100, High Rd., Tottenham, Sta. 5656. [S1052/R]

**RAPID MOTORS**.—100% Matchless and A.J.S. terrifi stock; exchange service for clutch plates, brake shoes, forks, tanks, gear boxes and cylinder barrels, immediate, c.o.d.—70, Godstone Rd., Whyteleafe, Surrey, Uplands 0895; and 269, Haydon Rd., Wimbledon, Cherrywood 3202. [S1162/R]

# THE MOTOR CYCLE CLASSIFIED ADVERTISEMENTS

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## AMAZING VALUE

- SEE WHAT YOU
- SAVE BY
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- NOW!
- H.P. TERMS
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- PAYMENTS 24 MONTHS

**1500 UNBEATABLE BARGAINS**

• Save £15-£50 by selecting your bargain now. Study the following comparisons of summer prices and today's prices. Never again values so high or prices so low. The bike you've always wanted at a price you can easily afford with ownership much easier by our famous "pay as you ride" plan. Third party fire and theft insurance ONLY required, included in terms if you wish.

• Written guarantee. Every machine marked clearly with its price.

	Summer Price	Today's Reduced Cash Price
<b>MOPEDS</b>		
Mobylette, '55, 49 c.c. Master Moped, ex. order	£25 10	£19 10
Mobylette, '56, 49 c.c. Master Moped, v. cheap	£25 10	£25 10
Zundapp, '55, 49 c.c. Combimoto de luxe Moped	£49 10	£29 10
New Hudson, '55, 98 c.c. Villiers de luxe auto.	£49 10	£29 10
N.S.U., '56, 49 c.c. 2 speed Quickly de luxe M'pl	£52 10	£39 10
Norman, '57, 49 c.c. 2 speed Sachs "Quickly"	£55 10	£49 10
Bianchi, '57, 49 c.c. 2 speed de luxe Moped, spr.	£59 10	£59 10
Leopard, '56, 49 c.c. 2 spd. "Robby" sprg.	£59 10	£59 10
H.M.W., '57, 49 c.c. 2 speed Supersport, s/arm	£79 10	£69 10
H.M.W., '57, 49 c.c. 2 speed Lotus, s/arm, spr.	£79 10	£69 10

	Summer Price	Today's Reduced Cash Price
<b>SCOOTERS</b>		
B.S.A., '57, 70 c.c. 2 speed Freevector Dandy	£72 10	£59 10
Kreidler, '57, 49 c.c. 2 speed 2 stroke scooter	£79 10	£65 10
Lambretta, '54, 125 c.c. de luxe scooter, w/arm.	£99 10	£65 10
Douglas Vespa, '55, 125 c.c. "New World"	£109 10	£72 10
Parilla, '55, 158 c.c. 4 speed sports scooter	£109 10	£72 10
Ariol, '57, 72 c.c. de luxe scooter, d.st., iv. mls	£99 10	£79 10
D.K.W., '56, 74 c.c. "Hobby", auto. gears	£109 10	£79 10
Douglas Vespa, '56, 125 c.c. "New World"	£119 10	£89 10
Zundapp, '55, 150 c.c. "Bella" de luxe 4 spd.	£139 10	£99 10
Dayton, '56, 225 c.c. Villiers Albatross de luxe	£149 10	£119 10
Moby, '57, 125 c.c. Super "Montagne" as new	£129 10	£129 10
Diana, '56, 200 c.c. Luxury scooter, elec. starter	£189 10	£129 10
N.S.U., '57, 150 c.c. "Prima" lux. sctr., elstr.	£169 10	£139 10
Zundapp, '56, 150 c.c. "Bella" de luxe, elec. str.	£169 10	£139 10
Heinkel, '56, 175 c.c. O.H.V. Sup. Sctr. el. str.	£179 10	£139 10

	Summer Price	Today's Reduced Cash Price
<b>SOLOS</b>		
Ariel, '48, 1,000 c.c. O.H.V. Mk. I Sq. 4, teles.	£79 10	£59 10
Ariel, '54, 200 c.c. O.H.V. Coll. sprg., d.st. w/a.	£89 10	£59 10
Ariel, '55, 200 c.c. O.H.V. Coll. sprg., d.st.	£99 10	£69 10
Ariel, '52, 500 c.c. O.H.V. KH R. Hntr. Twin	£99 10	£69 10
Ariel, '52, 500 c.c. O.H.V. VH R. Hntr. sprg.	£99 10	£79 10
Ariel, '56, 200 c.c. O.H.V. "Coll." sprg., d.st.	£109 10	£85 10
Ariel, '53, 500 c.c. O.H.V. R. Hntr. alloy eng.	£119 10	£89 10
Ariel, '55, 500 c.c. O.H.V. R. Hntr. d.st., s/arm	£119 10	£89 10
Ariel, '54, 350 c.c. O.H.V. R. Hntr. d.st., s/arm	£149 10	£99 10
Ariel, '52, 1,000 c.c. Sq. 4, sprg., alloy eng., d.st.	£149 10	£99 10
Ariel, '56, 500 c.c. S.V. VB de luxe, s/arm, d.st.	£169 10	£139 10
Ariel, '56, 500 c.c. O.H.V. R. Hntr. d.st., s/arm	£189 10	£159 10
Ariel, '56, 350 c.c. O.H.V. R. Hntr. d.st., s/arm	£189 10	£159 10
Ariel, '57, 500 c.c. O.H.V. R. Hntr. d.st., s/arm	£199 10	£179 10
Ariel, '57, 550 c.c. O.H.V. R. Hntr. d.st., s/arm	£199 10	£179 10

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## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9  
Phone: BR1 6251 & GYams: PRICLARKE, LONDON  
Hours of Business—9am to 6pm—Wednesdays 1pm

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**ALPINO**

**PRIDE & CLARKE, Ltd.**, main agents: immediate delivery of this outstanding streamlined, 3-speed, 2-seater scooter; £109/17/6 or 1/6 deposit secure balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

**AMBASSADOR**

**AMBASSADOR**.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 10366. R

**GIFTS OF SOUTH HARROW** for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byron 2484. [C1053/R]

**COMERFORDS** for Ambassador 1958 models from stock; good selection of second-hand models available.—Forts-mouth Rd., Thames Ditton. [C1006]

**IMMEDIATE** delivery of Ambassadors.—F. W. Clark, 560/562, London Rd., Thornton Heath. Tel. Tho. 4987. [C1165/R]

**£51**—Ambassador late 1955 197 Villiers, dual seat, practically unworn tyres, very good condition; terms, exchanges.—Dilley, 374, Forest Rd., London, E.17. [C1030]

**59** gns.—Ambassador, September 1955, 197cc Villiers, one careful owner; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**AMBASSADOR SPARE PARTS**

**SPEEDWAY OF ACTON** for all Ambassador spares: 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [S1121/R]

**ARIEL**

**WHITBYS.**

**WHITBYS OF ACTON.**

**WHITBYS**, the biggest Ariel dealers in the Home Counties for your new Ariel; immediate delivery, terms and exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

**KING'S OF OXFORD.**

**1958** Ariels in stock, immediate delivery; easiest of easy friendly terms; any exchanges, cars, motor cycles, 3-wheelers, etc.; visit and ride away new Ariel 10 minutes or 24 hours by post; the finest deal of all at **KING'S OF OXFORD**, New Rd., Oxford. [C1171]

**ROWLAND SMITH'S** for Ariel.

**NEW** models in stock.

**119** gns.—Ariel Twin 1955, 499cc ohv, swinging arm, carefully used; terms, exchanges.—Rowland Smith; below:—

**105** gns.—Ariel Twin 1952, 498cc ohv springer combination, matching Avon Sports; terms, exchanges.—Rowland Smith; below:—

**49** gns.—Ariel 1948, 497cc ohv combination, coupe sidecar; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tubs), N.W.3. Ham. 6041. [C1114]

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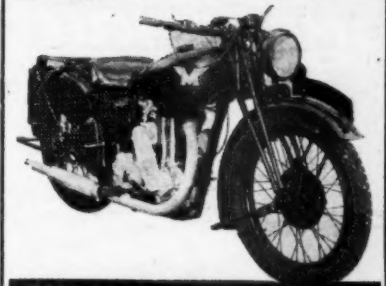
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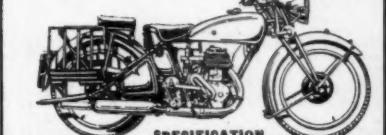
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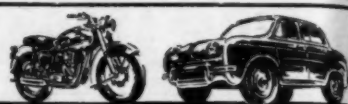
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PUTNEY AUTOS, Ltd., main agents for your new Diana: terms, exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186 E.C. Thurs. 1 p.m. [C1138/R]

**D.K.R.**

GEORGE GROSE, area distributors: h.p.—Ludgate Circus, London, E.C.4. Cen. 5561. [C1089/R]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093]

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GODFREY'S, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

1954 Vespa 125cc, late-type model, w/sccr, pillion, 1/carr., v.g.c.: £65.—Mal. 8175. [7009]

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A. GATTO.—Immediate delivery, 1/4 dep., exchanges.—206-212, Garratt Lane, S.W.18. Bat. 4364. [0095/R]

WHITBY'S.—Vespa specialists, new and second-hand, 273, Acton Vale, London, W.3. Shepherds Bush 5355. [C1128/R]

SLOCUMBS OF NEASDEN!!! for your new Vespa: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

L. EDA scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R]

79 gms.—Doug's Vespa 1956, 125cc, 42L2 pillion, luggage carrier: choice of 2: terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

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WE hold immense stocks of Vespa spares: immediate delivery—either over the counter, or by our per-return postal service.—Call phone or write, 407, High Rd., North Finchley, N.12. Tel. Pin. 0091. [S1044/R]

GODFREYS, Ltd.—Croydon, 209, Gt. Portland St., W.1. Forest Gate. See display advert. [S1052/R]

YOUNG'S.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

HUMPHREYS for Vespa spares and accessories: counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

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ROWLAND SMITH'S for Excelsior.

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D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield, Tel. Howard 1631, 2923. [S1134/R]

1955 Excelsior Consort, one owner; £47. [C1132]

YOUNG'S.—Excelsior main agents: terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

KING'S OF OXFORD.—All 1958 Excelsiors, immediate delivery: finest, easiest, friendliest terms: any vehicle part exchange; unbeaten after-sales service. KING'S, New Rd., Oxford. [C1171]

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N. LONDON.—Tele Autos, Francis-Barnett main agents.—58, High St., Waltham Cross, [0127/R]

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AMBASSADOR, '51, 197 c.c., and Watsonian Windsor	\$40
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ARIEL, '51, 500 o.h.v. and '54 Watsonian Ascot saloon c/car	\$39
ARIEL, '52, 500 Twin springer, with '55 Canterbury	
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B.S.A., '47, 500 S.V., with Leyton saloon sidecar.....	\$49 1
B.S.A., '47, 500 C.C. S.V., c/adult saloon sidecar.....	\$59 1
B.S.A., '49, 500 S.V. M20, with Rankin c/adult saloon	\$75 1
B.S.A., '50, 600 S.V. M21, with Swallow Comet c/adult	
saloon sidecar, matching outfit	\$100

B.S.A., '54, M20 500 c.c., s/s saloon.....	\$100
B.S.A., '51, 650 c.c. Golden Flash, with Swallow Comet c/s saloon sidecar .....	\$100
B.S.A., '54, 500 s.v. Model, with '57 matching s/s line	\$100

family saloonsidecar.....	\$129 1
B.S.A., '53, 650 Twin Golden Flash, springer, with Watsonian Monarch s/seat sidecar .....	\$149 1
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B.S.A., '52, 650 o.h.v. Golden Flash Twin, sprg. and '56 Canterbury 2 adult saloon s/car	£100 1
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NORTON,	'51, 500 s.v. 16H, teles., with Noxal tourer..	265	1
NORTON,	'47, 633 s.v., teles., with c/adult saloon sidecar	259	1
NORTON,	'52, 600 s.v., and Watsonian Avon sports	290	1
NORTON,	'59, 600 s.v. Big 4 and Watsonian Albion s/vr.		

NORTON, '52, 600 s.v. Big 4, and Leyton family saloon	£100
NORTON, '54, 600 s.v. Canterbury d/adult sidecar.....	£115
NORTON, '57, 600 o.h.v. Model 77 Dominator de Luxe,	£130

with matching Watsonian Ascot saloon, b/wheel....	2250
<b>PANTHER</b> , '48, 600 o.h.v. M100, with Garrard 890 sports sidecar, Mk. II chassis .....	300
<b>PANTHER</b> , '49, 600 o.h.v. M100, with Watsonian Albion 5/cent saloon, sidecar, bargain .....	275

<b>PANTHER, '52, 600 o.h.v. M100, with Canterbury Family saloon sidecar, clean .....</b>	<b>£100 1</b>
<b>PANTHER, '52, 600 and '35 Warwick D/A saloon on VG21 chassis .....</b>	<b>£135 1</b>

<b>PANTHER</b> , '53, 600 o.h.v. M100, with Canterbury Family saloon sidecar, excellent.....	<b>\$149 1</b>
<b>PANTHER</b> , '55, 600 o.h.v. M100, with Streamline C/A saloon sidecar, very clean.....	<b>\$179 1</b>
<b>ROYAL ENFIELD</b> , '35, 1,000 s.v. Vee Twin, c/adult saloon	<b>\$15</b>

<b>ROYAL ENFIELD</b> , '49, 500 c.c. J2, with B.S.A. Tourer	\$19 1/2
<b>ROYAL ENFIELD</b> , '51, 350 c.c. o.h.v., "G," with Black-	\$59 1/2
nell Cob s/seat l/wright sidecar.....	\$59 1/2
<b>ROYAL ENFIELD</b> , '50, 500 o.h.v. Model J2, Canterbury	

c/adult sidecar .....	£75 1
<b>TRIUMPH '54, 500 c.h.v. Speed' Twin, sprg. hub, with family C/A saloon sidecar, matching colours.....</b>	<b>\$150 1</b>
<b>TRIUMPH, '35, 750 Twin T110, s/arm, with Watsonian Ablon saloon sidecar, bs wheel</b>	<b>£212 1</b>

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FORD, '88, Thinner Utility 10 cwt., green/black	\$349
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KAYS OF EALING Ltd., James spare parts specialists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

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LAMBRETTA—Sole Concessionaires U.K., Lambretta Concessionaires, Ltd., Head Office and Sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Ma den 7721 Service Station, 213-219, The Broadway, Wimbledon, S.W.19. Spares, 221-227, The Broadway, Wimbledon, S.W.19. Tel. Cherrywood 3241. Accessories, 81, Oxford Ave., S.W.19. Tel. Liberty 3962. [O475/R]

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GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

LAMBRETTA—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [O044/R]

WHITHYS for bargains in used Lambrettas.—275, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

COMBINATIONS

1957 ARIEL Huntmaster, 650 c.c., enclosed rear chain case, carrier, fitted 1957 Watsonian Monarch, s/arm, chassis, brake, in matching colours, 6,000 miles. £287 0

1953 SUNBEAM S.8 500 c.c., shaft drive, pillion, carrier, mirror, fitted 1957 Swallow Tudor with brake, whole outfit finished in grey. £148 0

1951 SUNBEAM S.7, green finish, legshields, mirror, pillion, fitted Swallow Comet child/adult sidecar on Watsonian V.G.21 chassis. £138 0

1955 PANTHER 600 c.c., s/arm, dual seat, windshield, pannier frames, carrier, fitted 1956 Watsonian Maxstoke with brake. £185 0

1954 SUNBEAM S.8, black and chromium finish, legshields, mirror, fitted Watsonian Ascot on V.G.21 chassis with brake. £148 0

1951 NORTON 600 c.c., side valve, windscreen, legshields, mirror, dual seat, pannier frames, fitted Watsonian Albion saloon sidecar. £89 10

1939 A.J.S., 1,000 c.c. V Twin, 400 x 19 tyres, Lucas Magdyno lighting, 4-speed foot change, mirror, fitted with a saloon child/adult coach-built sidecar. £59 10

1948 TRIUMPH Tiger 100, blue and chromium finish, good tyres, sprung hub, dual seat, fitted Swallow single-seater sidecar on Velvet chassis. £79 10

1950 SUNBEAM S.7, black and chromium finish dual seat, mirror, fitted single-seater touring sidecar. £89 10

1951 B.M.W. 600 c.c., O.H.V., Continental pillion seat, large petrol tank, fully enclosed screen, nearly new tyres, fitted with a Steib sidecar in marching colours with brake, immaculate outfit. £245 0

1948 SCOTT 600 c.c., dual seat, large brakes, good tyres, fitted Garrard single-seater sports sidecar. £98 0

1949 NORTON 600 c.c., side valve, legshields, mirror, large headlamp, sound motor, fitted single-seater Watsonian Albion sidecar. £89 10

1955 VESPA 125 c.c., dual seat, spare wheel, carrier, good tyres, mirror, fitted 1957 Canterbury lightweight Demon sidecar fully enclosed. £128 0

1951 ENFIELD 500 c.c., O.H.V., pillion seat, legshields, good tyres, fitted saloon Swallow Comet child/adult sidecar on Watsonian chassis. £115 0

1948 NORTON 600 c.c., side valve, legshields, carrier, Lucas Magdyno lighting, Norton chassis, fitted full 2-seater 1957 sidecar. £98 0

1947 MATCHLESS 500 c.c., screen, legshields, dual seat, excellent condition, fitted child/adult saloon sidecar. Bargain. £69 10

1939 ARIEL 500 c.c., trials outfit, Hartley tuned motor, tele. forks, alloy guards, good trials tyres, speedometer. £76 0

1939 TRIUMPH Tiger 100, 500 c.c. Twin, Lucas dynamo lighting, speedometer, screen, fitted Swallow saloon child/adult sidecar on Velvet chassis. £68 0

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1957 150cc LDB grey and blue, completely equipped, choice of two; £130 and £135.

1956 150cc LD model, green and black; £120.

1956 150cc LD model two-tone blue; £130.

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LAMBRETTA, Dec. '56, new condition, 1,100 miles only, screen, mirror, pillion, parking light, etc.; Winchester blue; nearest offer £110.—Box 5480. [6982]

SLOCUMBS OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

HARRY NASH.—All models and colours, driving tuition, accessories, insurance, all on H.P.; big selection nice used models from £79.

—Cars, m/cycles, cycles, anything exchanged.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

HUDDERSFIELD.—Lambretta, immediate delivery latest Mark III; walk in and ride out; exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3463. [O486/R]

RENNO'S.—All latest 1958 models, immediate delivery, choice of colours; 100% after sales service, spares and accessories, 12-18-24 months self-financed terms, exchanges.

RENNO'S.—1956 Lambretta LDB 150, one owner, low mileage, windscreen, carrier, bumper, sayer borders, pillion seat, 119gns or terms.

RENNO'S.—1954 Lambretta LDB, many extras including carrier, screen, spare wheel, pannier bag; 35gns or terms.—232-3-4, Upper St., London, N.1. Can. 2021. And 217, Hornsey Rd., London, N.7. Arc 5388. [C1104]

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. [C1119/R]

NEW Lambrettas from £23/9/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [O035]

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COMERFORDS for Lambrettas, new and second-hand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Emsbrook 5331. [C1006]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 6114. [W1114/R]

RENNO'S cash buyers of late post-war motor cycles and scooters.—232-3-4, Upper St., London, N.1. Can. 2021. [W1104]

PUTNEY AUTOS purchase good used Lambrettas exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W159/R]

LAMBRETTA SPARE PARTS

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ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [O498/R]

MAICO

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A.J.S. '52/53, 500 c.h.v. Model 18, teles, d/seat	£60 10
A.J.S. '53, 500 c.h.v. Model 20 Twin, teles, s/a	£119 10
A.J.S. '53, 500 c.h.v. Model 188, teles, s/a, d/seat	£119 10
A.J.S. '57, 500 c.h.v. Mod. 20 Twin s/a. As new	£200 10
COMBINATION	
AMRASSADOR '50, 197 c.c. Villiers Popular	£30 10
AMRASSADOR '55, 225 Villiers, s/arm, d/seat	£70 10
ARIEL '47, 350 c.h.v. Model 801, teles, dual seat	£59 10
ARIEL '48, 350 c.h.v. R. Hunter, teles	£49 10
ARIEL '53, 200 c.h.v. Coll. teles, s/pr, d/seat	£75 10
ARIEL '53, 500 c.h.v. V.H. teles, s/pr, pillion	£59 10
ARIEL '53, 500 c.h.v. KH Twin, teles, dual seat	£75 10
ARIEL '54, 600 a.v. VRS, teles, s/pr, d/seat	£95 10
ARIEL '55, 350 c.h.v. Mod. VRS, s/arm, d/seat	£109 10
ARIEL '55, 350 c.h.v. Model NH, teles, s/arm, d/seat	£115 10
B.S.A. '52, 125 c.c. Model 801, teles, dual seat	£59 10
B.S.A. '48, 500 c.h.v. B31 de l'ure, teles, d/seat	£49 10
B.S.A. '53, 125 Bantam, s/pr, teles, dual seat	£55 10
B.S.A. '51, 500 c.h.v. B31, teles, d/seat	£59 10
B.S.A. '54, 500 c.h.v. C101A, springer, dual seat	£59 10
B.S.A. '51, 500 c.h.v. A78, teles, s/pr, d/seat	£55 10
B.S.A. '48, 500 c.h.v. Star Twin, teles, s/pr, d/seat	£65 10
B.S.A. '50, 100 c.c. Bantam Major, teles, s/pr, dual seat	£49 10
B.S.A. '53, 500 c.h.v. B318, s/pr, dual seat	£79 10
B.S.A. '52, 500 c.h.v. A78, teles, s/pr, d/seat	£79 10
B.S.A. '54, 500 c.h.v. C110A, teles, s/pr, dual seat	£79 10
B.S.A. '53, 500 c.h.v. A78, teles, s/pr, dual seat	£117 10
B.S.A. '53, 500 c.h.v. B318, teles, s/arm, d/seat	£125 10
B.S.A. '55, 600 a.v. M218, teles, s/pr, d/seat	£125 10
B.S.A. '55, 600 c.h.v. B318, teles, s/arm, d/seat	£145 10
B.S.A. '55, 600 c.h.v. G. Flash, teles, s/arm, d/seat	£145 10
B.S.A. '57, 500 c.h.v. B338, s/arm, dual seat	£149 10
B.S.A. '55, 600 c.h.v. Mod. 73 de l'ure, teles	£169 10
B.S.A. '56, 600 c.h.v. A10, plunger, teles	£169 10
ENFIELD '49, 350 c.h.v. A10, plunger, teles	£39 10
ENFIELD '53, 148 Knight, teles, s/pr, d/seat	£59 10
ENFIELD '52, 500 c.h.v. Twin, teles, s/arm	£79 10
ENFIELD '55, 500 c.h.v. Bullet, teles, s/arm, d/seat	£79 10
ENFIELD '53, 700 c.h.v. Meteor Twin, s/arm, d/seat	£85 10
EXCELSIOR '54, 125 Villiers, Conder, linkforks, 3 speeds	£29 10
EXCELSIOR '52, 197 Villiers Model B3, teles, extra	£59 10
F-BARNETT '53, 197 Falcon 38, s/pr, dual seat	£62 10
F-BARNETT '54, 197 Falcon, teles, s/arm, d/seat	£69 10
F-BARNETT '55, 197 Falcon 70, teles, s/a, d/seat	£69 10
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LANBRETTON '54, 125 LD Scooter, pillion, etc.	£59 10
MATCHLESS '46, 350 c.h.v. G3L, teles, A.F. (Cash only)	£119 10
MATCHLESS '48, 500 c.h.v. Model G3L, teles, d/seat	£49 10
MATCHLESS '52, 500 c.h.v. G9 Twin, s/a, d/seat	£119 10
MATCHLESS '55, 500 c.h.v. G3LA, teles, s/arm, d/seat	£129 10
MATCHLESS '56, 500 c.h.v. G508, tel, s/a, d/seat	£149 10
MATCHLESS '56, 600 c.h.v. G118 twin, s/a, d/seat	£199 10
M.S.U. '55, 48 c.c. Quickly Moped	£35 10
M.S.U. '57, 48 c.c. Quickly Moped	£39 10
NORTON '51, 500 c.h.v. Model 18, teles	£59 10
PANTHER '49, 250 c.h.v. Model 65, teles	£39 10
PANTHER '55, 197 c.h.v. Tiger Cub, teles, s/pr, d/seat	£49 10
PANTHER '50, 600 c.h.v. M100, teles, s/car gear	£59 10
SUN '55, 98 c.c. Villiers Hornet, tubular link forks	£59 10
SUN '55, 197 Villiers Changer, Mark IV	£69 10
SUNBEAM '55, 500 c.h.v. 88 Twin, s/pr, shaft drive	£115 10
TANDON '56, 197 Villiers, teles, s/arm	£55 10
TRIUMPH '59, 500 c.h.v. Tiger 100 Twin, dual seat	£29 10
TRIUMPH '55, 197 c.h.v. Tiger Cub, teles, s/pr, d/seat	£49 10
TRIUMPH '53, 100 c.h.v. TR3 Trophy Twin, s/arm, s/hub	£49 10
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TRIUMPH '54, 500 c.h.v. 8 Twin, s/arm, s/hub	£119 10
TRIUMPH '55, 600 c.h.v. Tiger 110, s/a, d/seat	£129 10
TRIUMPH '55, 650 c.h.v. T Bird, s/arm, d/seat	£159 10
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VELOCEITE '52, 200 LB Twin, teles, s/pr	£49 10
VELOCEITE '53, 350 c.h.v. Mod. MAI, teles, s/arm	£109 10
VESPA '55, 125 de Luxe Scooter, dual seat, etc.	£70 10
VESPA '56, 125 Mod. 421, d/l, scooter, extras	£89 10
ZUNDAPP '55, 49 c.c. Combimotor Moped	£35 10
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[C1052/R]

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Malco Mobil: immediate delivery from stock:  
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[C1029]

**SLOCUMBS OF NEADEN!!!** for your new Malco:  
terms and exchanges—239-271, Neaden Lane,  
N.W.10. Gladstone 3355—8 lines. [C1115]

**EARLY deliveries** of these models are usually possible  
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Whitegate Drive, Blackpool. Tel. 24720. [C147]

**CLAUDE RYE**—Immediate delivery new Malcos.  
choice of colours; terms—895-921, Fulham Rd.,  
London, S.W.6. Renown 6174. [C1105/R]

**THE north eastern's largest distributors;** we can  
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Ken Blakey, 58, Anlaby Rd., Hull 16420. [C026/R]

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MATCHLESS MOTOR CYCLES, Plumstead Rd.,  
S.E.18. Tel. Woolwich 1223. [C1018/R]

**ARCHER OF ALDERSHOT** for Matchless, etc.,  
spares and service.—Victoria Rd. Tel. 3363/R  
[C0563/R]

**185 gns.**—Matchless Twin 1956, 520cc chv, dual seat.  
Rodark pannier set, exceptional; choice of 2;  
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**49 gns.**—Matchless 1948, 347cc chv, pillion, good  
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Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.  
[C1114]

**WHITEYS OF ACTON**—Immediate delivery of new  
models.—273, Acton Vale, London, W.3. [C1128]

**WHITTAKERS OF BLACKPOOL** for your new  
Matchless, immediate delivery from stock.—19,  
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**£165**—1955 350cc G3L, s/arm springer and 1958  
lightweight c/s s/c, complete outfit in show-  
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**E.S. MOTORS, Ltd.**, 325, High Rd., W.4. Chl. 6368.  
[C1013]

**SLOCUMBS OF NEADEN!!!** for your new Matchless;  
terms and exchanges—239-271, Neaden Lane,  
N.W.10. Gladstone 3355—8 lines. [C1115]

**1958** £209/10; 1/3 deposit, 24 months.—George  
Clarke (Motors), Ltd., 275, High St., Acton, Acorn  
6543. [C1018]

**KING'S OF OXFORD**—Your 1958 Matchless, the  
easy, friendly, trouble-free King's way; delivery  
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deal at King's, New Rd., Oxford. [C1171]

**MATCHLESS WANTED**

**ROWLAND SMITH'S**, the Matchless buyers.—Hamp-  
stead High St., London, N.W.3. Ham. 6041.  
[W1114/R]

**MATCHLESS SPARE PARTS**

**CLAUDE RYE, Ltd.**—Matchless spares specialists.—  
895-921, Fulham Rd., S.W.6. Renown 6174.  
[S1105/R]

**WHITEYS OF ACTON**—All Matchless, Burman  
Amal spares.—263, Acton Vale, London, W.3.  
She. 6785. [S1128/R]

**HOE STREET GARAGE, Ltd.**—Genuine spares;  
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Tel. Cop. 1710. [C0279]

**CLAUDE RYE, Ltd.**—Large stocks of spares for post-  
war and ex-W.D. models.—895-921, Fulham Rd.,  
S.W.6. Renown 6174. [S1105/R]

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275, Clapham Rd., S.W.9. Brixton 5604 and 9435.  
Prompt c.o.d. by return service. [C155/R]

**KAYS OF EALING, Ltd.**—Matchless spare parts  
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[S1075/R]

**POTNEY AUTOS**—Genuine spares for post-war  
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Putney 6887. [S1138/R]

**GODFREYS, Ltd.**—Matchless and Burman spares  
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Cro. 3641/3; 206-210, Gt. Portland St., W.1. Bus.  
4632-4; 419, Romford Rd., Forest Gate, E.7. Gra.  
1234-5; 220, Barking Rd., Ham. Gra 9089; 94-96,  
High Rd., Tottenham Sta. 5656. [S1052/R]

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Wimbledon, Cherrywood 3202. [S1162/R]

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**MOTOR IMPORTS Co., Ltd.**, sole concessionaires, 158, Stockwell Rd., S.W.9. Bri. 7807. [C1098/R]  
**PRIDE & CLARKE**, main agents 98cc Zigolo super sports; £135/8/3. 1/3rd deposit secures; 24 months to pay; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

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**MV DISTRIBUTORS, Ltd.**, Regent House, 235, Regent St., London, W.1. [0084/R]  
**COMERFORDS**—£235!! 1957 M.V. Modello Sport, excellent condition; new models including 250cc for immediate delivery.—Portsmouth Rd., Thames Ditton. [C1006]

### NORMAN

**RENNO'S**—1952 Norman de-luxe model, one owner, superb condition; 35gns or terms.—217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

### NORMAN SPARE PARTS

**YOUNG'S**—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

### NORTON

**NORTON MOTORS, Ltd.**, Bracebridge St., Birmingham. [0091/R]  
**ROWLAND SMITH'S** for Norton.  
 New models in stock.

**159**gns.—Norton Twin 1955, 497cc ohv Dominator 88, swinging arm, dual seat; choice of 2 88s; terms, exchanges.—Rowland Smith; below:—  
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**COMERFORDS** for Nortons; new and second-hand.—Portsmouth Rd., Thames Ditton. [C1006]

**INTERNATIONAL MODEL 30**, for immediate delivery.—Badger Garages, Blandford, Dorset. Tel. 615 [C1168]

**ARCHER OF ALDERSHOT** for Norton, etc., spares and service.—Victoria Rd., Tel. 323. [0366/R]

**WHITBYS OF ACTON**—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355 [C1128/R]

**SLOCUMBS OF NEASDEN!!!** for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**H**—Works race-winning Norton on show, 1958 models; immediate delivery, best terms; 12½% off brand new 1957 models; exchanges.

**H**—1953 E52 s/arm, excellent bargain; £109.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

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### NORTON WANTED

**ROWLAND SMITH'S**, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**SMITH'S**, 86, Chalk Farm Rd., N.W.1, want Nortons.—Gul. 2767. [0069/R]

### NORTON SPARE PARTS

**TAYLOR MATTERSON, Ltd.**

**NORTON spare parts specialists**: largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or phone 7-4, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0331/R]

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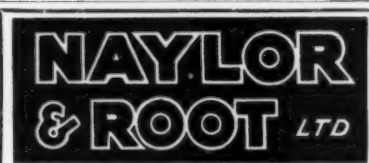
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**JOE FRANCIS MOTORS, Ltd.**, 340, Footscray Rd., New Eltham, S.E.9. [0156/R]

**CLAUDE RYE, Ltd.**, Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [S1105/R]

**HOE STREET GARAGE, Ltd.**—Genuine spares; c/o, c.o.d., trade.—414, Hoe St., Wastow, E.17. Tel. Cop. 1710. [0276/R]

**H. L. DANIELL**, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0203/R]



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74 ARIEL V.H. 500 c.c., d.s.t., s/arm, panniers	£149
74 ARIEL Huntmaster 500 Twin, d.s.t., s/arm	£149
74 DOD 197, 150 c.c., d.s.t., s/arm, crash bars	£169
74 B.S.A. Bantam 125 c.c., s.pgr., d.s.t., s/arm, legshields, pann.	£85
74 B.S.A. Bantam Major 150 c.c., d.s.t., s/arm, pann.	£95
74 B.S.A. B33, 500 ohv, d.s.t., s/arm, screen	£119
74 B.S.A. C12, 350 ohv, d.s.t., s/arm, s.pgr., d.s.t., panniers	£129
74 B.S.A. A7, 500 Twin, d.s.t., s/arm, crash bars	£139
74 B.S.A. A10 650 Twin, d.s.t., s/arm, 2,000 mls. As new	£209
74 EXCELSIOR, 150 c.c., d.s.t., s/arm	£79
74 EXCELSIOR Tallman Twin 250 c.c., d.s.t., s/arm	£125
74 F. BARNETT, 197 c.c., d.s.t., s/arm, scrn., legshields	£69
74 F. BARNETT Pioneer, 150 c.c., s.pgr., d.s.t., panniers	£102
74 F. BARNETT Cruiser, 225 c.c., d.s.t., s/arm, scrn., legshields	£129
74 JAMES Comet 98 c.c., teles., spring frame	£39
74 JAMES Captain 197 c.c., d.s.t., s/arm	£109
74 MATCHLESS G88, 500 ohv, d.s.t., s/arm	£119
74 MATCHLESS G31A, 350 ohv, d.s.t., s/arm	£139
74 MATCHLESS G9, 200 Twin, d.s.t., s/arm	£159
74 NORTON Dominator 7, 500 Twin, d.s.t., s/arm	£129
74 R. ENFIELD, 35, 500 c.c., teles., spring frame	£69
74 SUNBEAM 88, 500 c.c., Twin s.pgr., d.s.t., panniers	£95
74 SUNBEAM 88, 500 c.c., Twin s.pgr., d.s.t., as new	£195
74 TRIUMPH Torrier 150 c.c., teles., spring frame	£69
74 TRIUMPH 57 500 Twin, sprung hub, s.pgr., panniers, p.ln.	£98
74 TRIUMPH Cub, 200 c.c., s.pgr., d.s.t., pann., crash bars	£98
74 TRIUMPH 67, 650 Twin, d.s.t., s.pgr., sprung hub	£149
74 TRIUMPH Tiger 500 Twin, d.s.t., s/arm	£169
74 TRIUMPH 67, 500 Twin, d.s.t., s/arm, Avon Droopy	£189
74 VELOCETTE LE 200 Twin, screen, panniers	£79
74 BELLA, 180 c.c., Scooter, s.pgr., d.s.t., large wheels	£115
74 B.S.A. Dandy, 70 c.c., Lightweight Scooter, s/frame	£89
74 DAYTON ALBATROSS 250 Twin, d.s.t., pann., scrn., s.pgr.	£189
74 LAMBERTA D. 125 c.c., sports, pillion	£89
74 LAMBERTA 110, 150 c.c., pillion, many extras	£115
74 LAMBERTA L1A, 150 c.c., s.d.s.t., p.ln., screen	£189
74 PROGRESS, 150 c.c., s.d.s.t., s.pgr., screen	£159
74 QUICKLY, 49 c.c. Moped, legshields	£39

#### COMBINATIONS

75 SUN, 225 c.c., Villiers, d.s.t., s/arm, Watsonian Windor	£98
75 VINCENT Comet, 500 c.c., d.s.t., s/frame, Watsonian	£139
75 AVON Sports, sprung chassis, brake	£142
75 R. ENFIELD, 35, 500 c.c., Twin Port, pillion, Surrey	£142
75 B.S.A. Golden Flash 650 Twin, s.pgr., d.s.t., Watsonian	£179
75 Norton 195, 600 c.c., d.s.t., s/arm, scrn., legshields	£195
75 Norton 195, 600 c.c., d.s.t., s/arm, scrn., legshields	£219
75 Norton 195, 600 c.c., d.s.t., s/arm, scrn., legshields	£249
75 SUNBEAM 88, 500 c.c., Twin s.pgr., d.s.t., 2,000 mls.	£279
75 TRIUMPH 67, 650 Twin, d.s.t., s/arm, Watsonian	£319
75 Warwick, 2 full door adult s.h., s.pgr., chassis, brake	£319

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A.J.S.	30	£280 4 9	£252 4 9
A.J.S.	30	£226 15 2	£204 6 5
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**CLAUDE RYE, Ltd.**—Large stocks of spares for pre-war and ex-W.D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/1/R]

**KAYS OF EALING, Ltd.**, Norton spare parts stockists. Trade supplied, quotations c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387 [S1075/R]

**GUS KUHN MOTORS** invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R]

### N.S.U.

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**WHITBYS**—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

**SLOCUMBS OF NEASDEN!!!** for your new N.S.U.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**CLAUDE RYE**—Immediate delivery, new 5 Star Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**DEEPROSE Bros.**, South London Specialists, immediate delivery Prima; part exchanges welcome.—178-184, Brownhill Rd., Catford, S.E.6. Hit 8888. [C1012/R]

### PANTHER

**ROWLAND SMITH'S** for Panther.  
 New models in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**GEORGE CLARKE (MOTORS), Ltd.**, the Panther specialists, for new and used models.—275, High St., Acton, W.3. Acorn 6543. [C1018/R]

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**WHITTAKER OF BLACKPOOL** for your new Panther; immediate delivery from stock; also all types of sidecars.—19, Cookson St., Blackpool, Tel. 24828. [C1139/R]

**RAPID MOTORS**—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydon Rd., Wimbledon, S.W.15. Che. 5101-2, 3, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. [C1162/R]

### PANTHER WANTED

**ROWLAND SMITH'S** the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

### PANTHER SPARE PARTS

**GEO. CLARKE, Ltd.**, largest stockists in England. c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 5211. [S1019/R]

**JOLLY & KNOTT**, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loompit Hill, Lewisham, S.E.13. Tideway 4261. [S1065/R]

**RAPID** are the largest spare part stockists for Panther in Great Britain; exchange service for all major components; all c.o.d. treated as urgent.—269, Haydon Rd., Wimbledon. Cherrywood 3202. [S1162/R]

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**105**gns.—Parilla, October 1956, 155cc Greyhound scooter, swinging arm, 4-speeds, dual seat, windshield, almost new; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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**WHITBYS OF ACTON** for your Peugeot scooter, immediate delivery; exchanges, terms.—273, Acton Vale London W.3. She. 5355. [C1128/R]

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**ROWLAND SMITH'S** for Phoenix.  
 New models in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**G. H. CYCLES**, Harrow Weald, 429, High Rd., Harrow 6858. Phoenix main dealers. [0118/R]

### PIATTI

**PIATTI**—Loxhams Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/R]

**GODFREYS, Ltd.**, appointed Piatti dealers all depots, including Leytonstone.—See display advt. [C1052/R]

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**GODFREY, Ltd.**—B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7, Grays 1254-5. [S1052/R]

**H. L. DANIELL**, the Norton expert, for Manx Norton spares service.—63b, 65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895 [0204/R]

**O'NEILL BROS., Ltd.** of Hendon, for Amal racing carburettor service; jets, needles, slides and spares for R.N. GP, and T.T. carburettors.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8629. [S1179]

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**E. S. MOTORS, Ltd.**, 325, High Rd., W.4. Chl. 6368. [C1031]

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**WHITBY'S OF ACTON**—Immediate delivery of new models.—275, Acton Vale, W.3. She. 5535. [C1128/R]

**WHITTAKER'S OF BLACKPOOL**, for new Royal Enfield; immediate delivery.—19, Cookson St., Blackpool, Tel. 24826. [C1139]

**YOUNG'S**—Royal Enfield enthusiasts; immediate delivery; terms, exchanges.—20-32, Tooting Bec Rd., London, S.W.17. Bat. 7791. [C1134/M]

**DILLEY OF WALTHAMSTOW** for Enfields, Meteor, Crusader, Ensigns in stock. Clippers coming shortly.—Dilley, below:—

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**RENNO'S**—1956 Royal Enfield 150cc Ensign II, one owner, telescopic forks, spring frame, dual-seat, 72gns or terms.

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**RENNO'S**—1953 Royal Enfield Ensign II, telescopic forks, spring frame, dual-seat, windscreen, 49gns or terms.

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**RENNO'S**—1951 (reg.) re-built 350cc; 25gns or terms.—232-3-4, Upper St., London, N.1. Can. 2021. And 217, Hornsey Rd., London, N.7. Arc. 5369. [C1104]

**KING'S OF OXFORD** do you proud for 1958 Enfields, all models immediate delivery 10 minutes visit, 24 hours post, easiest friendly terms, no guarantors or messing about, any motor cycle, car, three-wheeler part exchange, you must call or write now for a super deal.—King's, New Rd., Oxford. [C1171]

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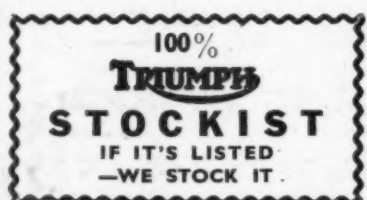


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**CLAUDE RYE, Ltd.**, Enfield specialist, comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.1. Renown 6174. [S1105/R]

**KAYS OF EALING, Ltd.**, Royal Enfield spare parts stockists, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

**CLAUDE RYE, Ltd.**—Large stocks of spares for post-war and ex-W.D. models; list free of Model C.—895-921, Fulham Rd., S.W.6 Renown 6174. [S1105/R]

**YOUNG'S**—1,000,000 spares stocked, all models 1940-1956, prompt despatch; special price lists 125 WDRE 350/WDC and 350/WDC free.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

## RUDGE SPARE PARTS

**RUDGE Spares Service** now controlled by Godfreys. Order parts for all models from 238, Ct. Portland St., W.1 Eus. 4632. [S1052/R]

## SCOTT

**SCOTT**—The latest spring frame models now available, and all spares and repairs; instruction book, 5/6; spares list, 1/6.—Geoff Milnes, The Official Scott Depot, 74, Dewsbury Rd., Leeds, 11. Tel. 22309. (Please note no. address.) [0017]

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**KVP MOTORS, Ltd.**, immediate delivery Sun Geni scooter; £125; terms.—Central Parade, Gunnersbury Lane, W.3. Acton 6005. [C1068]

## SUNBEAM

**SLOCUMBS OF NEASDEN!!!** for your new Sunbeam; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines [C1115]

**95**gns.—Sunbeam twin 1952 model S7, mist green, windshield, pillion, legshields, choice of 4 87cc; terms, exchanges.—Rowland Smith, below.

**79**gns.—Sunbeam twin 1951 S8, pillion, choice of 8 Sunbeams; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**RENNO'S**—1949 Sunbeam twin, telescopic forks, spring frame, shaft drive, real bargains, choice of 2: 79gns or terms.—217, Hornsey Rd., London, N.7. Arc. 5368. [C1104]

## SUNBEAM WANTED

**ROWLAND SMITH'S** the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/B]

## SUNBEAM SPARE PARTS

**WHITBY'S OF ACTON**—All Sunbeam, Lucas, Amal spares.—275, Acton Vale, London, W.3. She. 6785. [S1128/R]

**HARRY NASH**, huge stock S7 and S8 spares; c.o.d.—391, King St., Hammersmith, W.6. Eus. 2837-8. [S1090]

**HUMPHREYS**, official Sunbeam spares stockists, for post-war models; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

**MILLARS MOTORS (MITCHAM), Ltd.**, official Sunbeam spares stockists and distributors.—363-5, London Rd., Mitcham, Tel. 0829. [0116/B]

**KAYS OF EALING, Ltd.**, Sunbeam spare parts stockists, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

**BECKETT OF ELTHAM**, official stockists of post-war Sunbeam spares for the south-east.—25, Courtney, Eltham, S.E.9. Tel. Elt. 2009 and 4840. [S1056/R]

**GODFREYS, Ltd.**—S7 and S8 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641; 208 Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234. [S1052/R]

**NAYLOR & ROOT, Ltd.**—Great Britain's largest Sunbeam spares stockists, post-war models only; 24-hour c.o.d., illustrated spares list 6/- inc. postage; trade supplied.—Motor Cycle House, East Hill, S.W.16, nr. Clapham Junction. Bat. 2252. Hours 9-6. [S1089/R]

**WILL LORD** (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return; complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002 [0532/R]

## SUNBEAM SERVICE

**24** hour C.O.D. service on all Sunbeam S7 and S8 spares and exchange replacement units stockists, also for Amal, Lucas and Smiths spares. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Post-4 Department 7, 86, London Rd., Coventry, Tel. 2146-7. [0066/R]

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 1954 197cc Francis-Barnett trials, rigid, 4-speed gear box. £49/10.  
 TERMS, exchanges.—Vic Camp, 131, Queen's Rd., Walthamstow, E.17. Tel. Cop. 2093. [C1007]

COULSDON MOTOR CYCLES offer:-

1951 Matchless 350cc trials machine, alloy motor, s/w rear engine just overhauled: £69/10.  
 Brighton Rd., Coulsdon, Surrey, Uplands 7897. [C1011]

COMERFORDS for trials and scrambles machines: delivery from stock, Greeves, Ariel, Norman, B.S.A. Dot, good s/h models bought for cash; deal with the recognized competition specialists.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

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H HARVEY'S, 100% Triumph specialists.  
 HARVEY'S for your new Triumph, early delivery; terms, part exchanges.—47, South Lambeth Rd., S.W.8. Tel. 6661. [C058/R]

WHITBYS  
 WHITBYS OF ACTON, Ltd.  
 WHITBYS, the biggest Triumph dealers in the Home Counties; for your new Triumph; immediate delivery; terms and exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

REX JUDD offers:-  
 1954 Triumph T110, real beauty: £149.  
 TERMS and exchanges.—High St., Edgware 3944. [C1077]

FISHERS OF ACTON.  
 1939 Triumph Tiger 100, choice of two, one exceptional: from £29/10, deposit £10, 12 months £20/10.  
 1946 Triumph ST, choice of two; from £45, deposit £15, 12 months £218/4.—44, Western Ave., W.3. Shepherds Bush 5007. 3 mins. Acton Underground. [C1005]

BOB KEELER, Ltd., offer:-  
 1957 (Aug.) Triumph Tiger 100, 1,400 miles, only, absolutely as models bought for cash; terms.—131, Ealing Rd., Wembley 2150. [C1014]

ROWLAND SMITH'S for Triumph.  
 ALL models supplied.

115ens.—Triumph Thunderbird, 1950 model, 650cc ohv combination (1955 Canterbury Warrior body), spring hub; terms, exchanges.—Rowland Smith, below.  
 95ens.—Triumph Tiger 100, 1952, spring hub, twin seat, practically unworn tyres; terms, exchanges.—Rowland Smith, below:-

62ens.—Triumph Thunderbird, November 1954, 150cc ohv, 6T, 650 sprunger, dual seat, choice of 2 Terriers; terms, exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.  
 1957 Triumph Thunderbird 6T swinging arm, finished gold, immaculate: £199.  
 1951 Triumph 6T 650 sprunger and Watsonian Ascot sidecar: £119.  
 1954 (late) Triumph Tiger Cub springer 200cc, excellent condition: £65.—Tel. Brixton 6535; terms and exchanges. [C1016]

ALLAN JEFFERIES for expert attention.—120, Saltire Rd., Shipley 54271. [C1067/R]

ARCHER OF ALDERSHOT for Triumph, etc. spares and service.—Victoria Rd., Tel. 323. [C0365/R]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4900. [C0023/R]

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1958 Triumph models; terms, spares, service, repairs.—809-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119]

1955 Triumph Tiger 100, one careful owner: £170; part exchanges and terms available.—Southwell Motor Co., Tel. Southwell 3125. [C7003]

COMERFORDS for Triumphs, new and second-hand; send for lists.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex, Potters Bar 3129. [C1170/R]

SLOCOMBES OF NEASDEN!!! for your new Triumph; terms and exchanges.—259-271, Neasden Lane, N.W.10, Gladstone 3355—3 lines. [C1115]

JIM ALVES for 100% Triumph spares, service, parts, all models; exchanges; h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 355. [C0250/R]

KING'S OF OXFORD for 1958 Triumph models, terms, friendly terms any motor cycle, car, three-wheeler, part exchange immediate delivery 10 minutes visit or 24 hours post, you must really get the men and win at—King's New Rd., Oxford [C1171]

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R ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]  
 SMITH'S, 86, Chalk Farm Rd., N.W.1, want Triumph.—Gul. 2767. [C0070/R]

TIGER 100 or 110 wanted, must be good condition.—160, Northolt Rd., S. Harrow. [W1013]

GEOFFREY CLARKE pay most for Triumphs.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

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 100% Triumph specialists.  
 HUGE stocks of genuine Triumph spares, inc. Lucas, Amal B.T.H., S.U.; exchange replacement and full repair service; prompt c.o.d.  
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HARWOOD'S OF RICHMOND, Ltd.—100% Triumph spares stockists; 1/2 min. Stn.—Ric. 2045. [S1050/R]

GLANFIELD LAWRENCE, Triumph spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0051. [S1044/R]

WHITBYS OF ACTON.—All Triumph, Lucas, Amal spares.—263 Acton Vale, London, W.3. She. 6785. [S1128/R]

S A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley 7171. [S1017/R]

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford, 3. Bla. 1354. [C0450/R]

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1051/R]

OLIVER ELIC.—All twin post-war spares available, E trade or retail, cash or C.O.D.—93 London Rd., Staines. Tel. 3733. [S1022]

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B.S.A. 1957, C12, 250 c.c. O.H.V., spring frame, teles. Clean	£109
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TRIUMPH, 1957, Cub, 200 c.c. O.H.V., spring frame, 1,300 m.	£129
BELLA, 1950, Scooter, 150 c.c. complete with screen, blue.	£129
B.S.A. 1957, C12, 250 c.c. O.H.V., s/arm, apr.	£135
MATCHLESS, 1953, G8, 500 c.c. O.H.V. Twin, s/arm, apr.	£135
VELOCETTI, 1955, M88 500 c.c. O.H.V., s/arm, apr. Superb	£149
NORTON, 1954, 35, 500 c.c. O.H.V. Don. de Luxe Clean.	£149
LAMBRETTA, 1957, LD 150 c.c. M.H. spare wheel, legshields	£159
NORTON, 1956, E82 500 c.c. O.H.V., s/arm, apr., d/seat	£165

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A.J.S., 1957, 188, 500 c.c. O.H.V. Only 4,000 miles. As new	£169
NORTON, DT 500 c.c. O.H.V. Twin, Q.D. rear wheel	£169
ARIEL, 1956, FH, 650 c.c. O.H.V. Twin, s/arm, s/arm apr.	£179
B.S.A. 1956, A10, 650 c.c. O.H.V., beige, sv. arm twin.	£175
A.J.S., 1956, Model 30, 600 c.c. O.H.V. Twin, s/arm, apr.	£179
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TRIUMPH, 1956, Trophy, 650 c.c. O.H.V. Trials, dual lights.	£205
NORTON, 1957, 36, 600 c.c. O.H.V. Twin, s/arm, apr.	£205
TRIUMPH, 1956, T100, 300 c.c. O.H.V. Twin, s/arm, apr.	£205
B.S.A. 1956, Gold Star, 500 c.c. O.H.V., road specification	£209
NORTON, 1956, 39, 600 c.c. O.H.V. de Luxe, Avon fairing, nice	£209
NORTON, 1957, 39, 600 c.c. O.H.V. de Luxe, low mileage, as new	£229
B.S.A. 1957, Road Rocket, 650 c.c. O.H.V. Twin, rev counter	£229
B.S.A. 1957, Gold Star, 500 c.c. Clubmans, alloy tank, etc.	£259

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NORTON, 1951 (Reg. 1952), 500 c.c. 500T Trials, battery lighting, fitted light trials s/car. Enthusiast's outfit.	£90
SEABRAM, 1952, 87 300 c.c. Twin, O.H.V. shaft drive, d/seat, fitted Watsonian Arcot s/steer saloon with brake. Clean.	£140
ARIEL, 1955, KH 500 c.c. O.H.V. Twin, s/arm, apr. telefocks, d/seat, fitted Watsonian Albion s/steer saloon s/car.	£180
TRIUMPH, 1953, DT 500 c.c. Speed Twin, O.H.V. spring hub, fitted Watsonian s/steer saloon with Maxielex on V021 chassis	£180
MATCHLESS, 1956, G808, 500 c.c. O.H.V., s/arm, apr. telefocks, fitted Watsonian single seater sports Avon on V021	£190
B.S.A. 1956, A10, 650 c.c. O.H.V. Twin, plunger s/arm, with 1956 dia Watsonian Maxielex, outfit finished in beige.	£240
MESSERSCHMITT, 1956, KR200, 200 c.c. Cabin Scooter in red. (Also a 1955 Model at £199). Both in very good cond.	£280
HEINKE, Cabin Cruiser, 1957, 174 c.c. in Coral Red, with heater, spare wheel and bumpers. (Choice of 2, one grey).	£340
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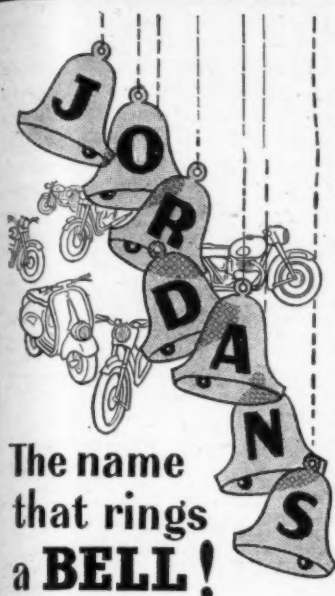
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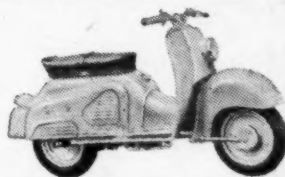
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1954/5 BOND family de-luxe, very attractive.....	£219
1955 BOND two-seater, numerous extras.....	£205
1959 BOND two-seater de-luxe, one owner.....	£219
1957 BOND two-seater de-luxe, reverse.....	£259
1957 BOND family de-luxe, under 4,000 miles.....	£290
1955 GORDON duo-tone, fitted extra seat.....	£175
1956 GORDON de-luxe, choice of two from.....	£210
1956 HEINKEL, choice of two from.....	£325
1957 HEINKEL, choice of four from.....	£329
Three HEINKEL, ex-demonstration car.....	£379
1957 ISETTA, under 6,000 miles.....	£329
1954 MESSERSCHMITT, KR.175.....	£175
1956 MESSERSCHMITT, KR.175, choice of two from.....	£199
1956 MESSERSCHMITT, choice of two from.....	£259
1957 POWERDRIVE, immaculate condition.....	£325
1955 RELIANT Regal coupe, very attractive.....	£295
1957 UHCAR, very low mileage, immaculate.....	£299

Best Bits Purchase. Motor Cycles, Scooters and Cars taken in part exchange. Demonstrations without obligation.

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Phone GRIMSDYKE 1166/67

OPEN WEEKDAYS 9-6 SAT 9-7 SUN 10-1

Service and all Spares

CORNWALL RD. HATCH END MIDDY.

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### LOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models

SPECIAL Bond Service and Spares Dept.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-8). [C1130/7]

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

GODFREYS, Ltd., for Bond Minicar three-wheelers at all depots including Bushwood Corner, Leytonstone E.11. See display advert. [C1052/R]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R]

£95 o.n.o.—1951-52 Mk. B. Vynide hood, spare wheel, reconditioned engine.—Burgh Heath 4724. [7011]

CLAUDE RYE, Ltd., for your new Bond Minicar: immediate delivery; terms, exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS for Bond, new models for immediate delivery from Stock—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1016]

BOND MINICARS.—Immediate delivery all models: price from £278/13/2; h.p. terms, insurance facilities arranged.—Write or call at Jaguar House, Blackpool Rd., Preston, N.W. Distributors. Tel. 86261. [0270/R]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0523/R]

### BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted; cash or exchange.—Ron McKenzie, 561, Chester Rd., Manchester, Longford 1303. [W1086]

CLAUDE RYE urgently require Bond Minicar: top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

THREE-WHEELERS wanted: Bond Minicars urgently wanted for cash or exchange.—Loxham's Garages, Ltd., Lancashire's largest distributors. Tel. 4242 Preston. [0042/R]

### CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.8. Tel. Swiss Cottage 5443. [0038/R]

WATKINSON MOTORS for immediate delivery, exchanges, free tuition plus all usual facilities.—Stockwell Rd. S.W.9. Bri. 2858. [C1174/R]

LONGSTAFFS for immediate delivery of the fabulous Coronet, demonstration model available; h.p. and part exchange welcomed.—E. S. Longstaff, Ltd., 108, High Rd., Woodford, E.18. Buckhurst 6369. Also at 68, New Rd., Edmonton, N.9. Edmonton 6163. [C1079]

### GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [0111]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Forthampton Rd., Sand, Surrey. Ripley 10514. [0514]

£465.—New unregistered saloon in red, sunshine roof; h.p. terms, part exchanges motor cycles, 3-wheelers or cars.—St. James, Ltd., Dudden Hill Lane, N.W.10. Willesden 4669/3934. [C1103]

### FORD

1954 Ford Popular, low mileage, excellent condition, numerous extras, one owner; £305; best h.p. part exchanges.—Two Strokes, Ltd., Stanmore Hill, Middx. Tel. Grimsdyke 1166-67. [C1004]

### GORDON

175 gns.—Gordon 1955 197cc 2-seater, electric starter, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

### HEINKEL

NOBLE MOTORS, sole concessionaires for Great Britain, U.S.A., Canada and South Africa.—Morris House, 1, Jermyn St., S.W.1. Tra. 1761-2-3. [0172]

COMERFORDS.—£345!!! 1957 Heinkel practically unused.—Forthampton Rd., Thames Ditton. [C1006]



PRICE  
SERVICE

QUALITY  
SATISFACTION

AND EASY PAYMENTS  
1/3 Deposit, balance in  
12, 18 or 24 monthly payments

SOLOS

'50 B.S.A. 125 c.c. Bantam, s/arm, one owner.....	£49
'49 ENFIELD Mod. G 350 c.c. O.H.V., telex, chrom tank.....	£49
'52 B.S.A. 125 c.c. D1, s/arm.....	£56
'52 DOUGLAS, 350 c.c. Twin, Immaculate.....	£56
'51 B. ENFIELD 350 c.c. Model G, Bantam.....	£56
'53 B.S.A. 125 c.c. Bantam, s/arm.....	£56
'48 MATCHLESS 350 c.c. s/arm, d/sent, alloy guards.....	£56
'54 TRIUMPH 150 c.c. Terrier, s/arm, Immaculate.....	£56
'48 NORTON 500 c.c. O.H.V. M18. Very smart.....	£79
'51 JAMES 197 c.c. s/arm, s/arm, s/arm, Just as new.....	£79
'53 LAMBRETTA 125 c.c. Bantam.....	£89
'55 JAMES 197 c.c. 4-speed, s/arm, s/arm, s/arm.....	£89

### SPECIAL BARGAIN

1951 Bond 3 wheeler 197 c.c. recent  
engine overhaul, finished blue. £95

'48 NORTON 500 c.c. E82, s/arm.....	£99
'52 A.J.S. 350 c.c. O.H.V. Very clean.....	£99
'55 TRIUMPH 300 c.c. Cub, s/arm, Immaculate.....	£99
'51 NORTON 500 c.c. E82, s/arm, Very clean.....	£109
'56 ADLER Scooter, self-starter, blue, one owner.....	£115
'50/1 B.S.A. 650 c.c. A10 G. Flash Twin, s/arm, black.....	£110
'53 LAMBRETTA 150 c.c. LD, one owner.....	£119
'56 B.S.A. 250 c.c. O.H.V. 4-speed, s/arm, s/arm.....	£129
'53 ZUNDAPP Bella 200 c.c. 4-speed Scooter.....	£129
'53 TRIUMPH 500 c.c. T100, alloy Twin, s/arm.....	£129
'55 BELLA 200 c.c. 4-speed Scooter.....	£139
'53 TRIUMPH 650 c.c. Thunderbird, spr. Immaculate.....	£139
'57 LAMBRETTA 150 c.c. LD, sp/wheel, many other extras.....	£139
'53 TRIUMPH 500 c.c. s/arm, Superb.....	£140
'56 B.S.A. 350 c.c. B31, rear chain case, Immaculate.....	£149
'54 NORTON 500 c.c. Dominator 88, Immaculate.....	£149
'55 TRIUMPH 650 c.c. T110, s/arm, Immaculate.....	£149
'57 VELOCETTE Viper 350 c.c. low mileage, Immaculate.....	£159
'56 TRIUMPH 650 c.c. BT, s/arm, s/arm, s/arm.....	£209
'57 NORTON 600 c.c. 99 Featherbed, 200 miles only.....	£255

### COMBINATIONS

'50 ARIEL 600 c.c. VB and child/adult sidecar.....	£89
'50 NORTON 600 c.c. R.V. and d/adult Warwick sidecar.....	£109
'51 B.S.A. 600 c.c. M21 and swallow child/adult sidecar.....	£114
'51 B.S.A. 500 c.c. Star Twin and Avon s/seater sidecar, one owner.....	£146
'54 MATCHLESS 600 c.c. 100, s/arm, s/arm, s/arm, Sports Blackwell Bullet.....	£179
'56 NORTON 600 c.c. E82, s/arm, and Swallow s/seater sidecar. Spotless.....	£215

### MOTOR CARS

'55 A.C. Petite 3-wheeler. Very smart.....	£215
'48 FORD Anglia, black.....	£246
'56 HARRARD 5, grey, heater, etc.....	£415
'55 (Nov.) FORD Consul, radio, heater, etc.....	£581

Part Exchanges welcomed. 200 others available

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ALL AVON DUNLOP GOODYEAR  
MAKES FIRESTONE MICHELIN

WRITE FOR QUOTATION & PROPOSAL FORM

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8	5/6	£2 13 0	325 x 18	10/3	£4 2 0
250 x 19	5/6	£3 2 6	400 x 8	8/6	£3 9 0
275 x 19	8/6	£3 8 0	325 x 19	10/7	£4 5 6
300 x 19	9/6	£3 17 6	325 x 20	11/-	£4 6 0
300 x 20	9/6	£3 18 0	350 x 19	12/4	£4 19 0
300 x 21	9/6	£3 18 0			

ALL OTHER SIZES SUPPLIED ON EASY  
TERMS ALSO CAR REMOVAL TERMS

NEW FOOT PUMPS

Easy to operate. Very strong. Inflates tyres in minimum number of strokes. With connection. Post Pkg. 2/- 17/6

NEW TYRE GAUGES

With clip 10-30th. 6/-

DUNLOP 8/6

SCHRAEDER 8/10

Post & Pkg. 5d.

5 GALL DRUMS  
NEW RED CIRCLE OIL

Despite rising prices still the finest value in the better oil range. Best quality. Light S.A.E. 20, Medium S.A.E. 30, Heavy S.A.E. 40, or in Robb's cans. Carr. 8/- 32/6

ALL AVON DUNLOP GOODYEAR  
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Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8	5/6	£2 13 0	325 x 18	10/3	£4 2 0
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Easy to operate. Very strong. Inflates tyres in minimum number of strokes. With connection. Post Pkg. 2/- 17/6

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# NEW BARUM TYRES

275 x 19 47/6	350 x 19 69/6
300 x 19 57/6	400 x 19 79/6
325 x 19 59/6	400 x 18 79/6

TUBES - 12/-

Post & Pkg. 3/6.

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HEINKEL  
GODFREYS, Ltd. for Heinkel 3-wheeler at all depots  
includ. Bushwood Corner, E.11. See display advts.  
[C1052/R]

WHITBYS OF ACTON offer Heinkel Cabin Cruiser  
at old price of £379.15; exchanges, terms.—273,  
Acton Vale, London, W.3. She. 5355. [C1128]

1957 one owner-driver, wireless, spare wheel,  
heater; £340 or offer.—1, Loates Lane, Wat-  
ford. [7007]

CLAUDE RYE, Ltd. for your new Heinkel; imme-  
diate delivery; terms, exchanges welcomed.—895-  
921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

£345.—Choice of 2 1957 Cabin Cruisers, excellent  
specimens with many extras, also new  
models for immediate delivery; h.p. terms, part ex-  
changes motor cycles, 3-wheelers or cars.—Slocombe,  
Ltd., Dudden Hill Lane, N.W.10. Willesden 4869/3934.  
[C1103]

### HEINKEL WANTED

CLAUDE RYE urgently require Heinkel; top prices  
paid; H.P. accounts settled.—899, Fulham Rd.,  
S.W.6. Renown 6174. [W1105/R]

### MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—  
Cabin Scooters (assemblies), Ltd., 30, George St.,  
London, W.1. Hunter 0909. [C1052/R]

GODFREYS, Ltd.—Appointed dealers all depots.  
includ. Leytonstone, E.11. See display advts.  
[C1052/R]

CLAUDE RYE, Ltd. for your new Messerschmitt;  
immediate delivery; terms, exchanges welcomed.—  
895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS.—£245!! 1956 Cabin Cruiser KR200,  
exceptional condition, ex-guards, 3-wheelers,  
mouth Rd., Thames Ditton. Emberbrook 5531 (8 lines).  
[C1006]

### MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE stock spares, quotations any part  
by return post, c.o.d.; easy payments, trade sup-  
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### MORGAN SPARE PARTS

MORGAN.—All available spares in stock.—F. H.  
Douglas, Morgan Specialists, 1a, South Ealing  
Rd., Ealing, W.5. Eal. 0570. [0445/R]

### RELIANT REGAL

GODFREYS, Ltd., for Reliant Regal 3-wheelers at  
all depots including Bushwood Corner, Leyton-  
stone, E.11. See display advertisements. [C1052/R]

CLAUDE RYE, Ltd. for your new Reliant; immediate  
delivery; exchanges welcomed.—895-921, Fulham  
Rd., S.W.6. Renown 6174. [C1105/R]

IMMEDIATE delivery new unregistered coupe models;  
h.p. terms, part exchanges motor cycles, 3-wheelers  
or cars.—Slocombe, Ltd., Dudden Hill Lane, N.W.10.  
Willesden 4869/3934. [C1103]

285 gms.—Reliant Regal 1955 750cc 4-cylinder coupe,  
carefully used; terms, exchanges; list; open 9-7  
week-days and Saturdays.—Rowland Smith, Hampstead  
(Tube), N.W.3. Ham. 6041. [C1114]

GLANFIELD LAWRENCE OF FINCHLEY for imme-  
diate delivery of the new Reliant Regal Mark III  
hard top saloon and coupe, demonstrations arranged;  
H.P. terms and part exchanges.—407-419, High Rd.,  
N.12. Tel. Finchley 0091/5. [C1044]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole  
distributors in London for the new Reliant Regal.  
Mark III—the car on 3 wheels. See it in its up-to-date  
form—streamlined, roomier, more comfortable, better  
performance, synchromesh gear box (reverse optional).  
Choice of colours; immediate hire purchase; part ex-  
changes welcomed; Reliant sales service, spares.  
Write, phone or call for illustrated catalogue. See  
the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd.,  
Reliant House, 28-32, Highbury Corner, N.5. Nor.  
2791. (Showrooms open 9-6 p.m. daily, Monday to  
Saturday.) [C1191/R]

### RELIANT REGAL WANTED

GEORGE CLARKE pay most.—278, Brixton Hill,  
S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers.—  
Hampstead High St., London, N.W.3. Ham. 6041.  
[W1114/R]

GLANFIELD LAWRENCE OF FINCHLEY require  
late Reliant hardtops and coupes; h.p. accounts  
settled.—407-419, High Rd., N.12. Tel. Finchley  
0091-5. [W1044]

### RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers;  
we hold the largest stock of Reliant spares and  
accessories in the country; immediate over-the-counter  
service or twenty-four hours by c.o.d.; full servicing  
facilities, stores open 9 a.m. to 6 p.m., Monday  
to Saturday.—Glanfield Lawrence (Highbury), Ltd.,  
Reliant House, 28-32, Highbury Corner, London, N.5.  
Tel. Nor. 2791. [S1191/R]

### THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Ham-  
stead High St. (Hampstead Tube), London, N.W.3.  
Open 9-7 week-days and Saturdays. Ham. 6041.  
[W1114/R]

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Fibre glass with Perspex  
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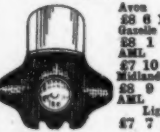
De Luxe Model complete

**£39.17.6 CASH**

Carriage extra.

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Avon  
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28 1 3  
AMU  
27 10 0  
Midland  
28 9 6  
AMU  
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FLEXIBLE EXHAUST  
TUBING. Asbestos sealed  
joint.

11" 11" 2/9  
per ft.

11" 13" 3/-  
per ft.

11" 13/6  
per ft.

Post & Pkg.  
up to 3/6 maximum for 6 feet.  
All sizes are internal diameter.

### WINDSHIELDS

1/8th DEPOSIT SECURES  
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Rapier ..... 24 19 6  
Golden Pussoc ..... 25 7 0  
Stadium Scooter ..... 25 5 0  
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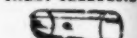
Carriage extra.

### SADDLE TOPS

First quality  
material.  
small size 8/6  
Large size 10/6 each.

Pillion Seat Tops 8/6 each.  
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### SHEET CELLULOID



Size per sheet

18" x 24in. 20 thou. .... 5/6  
27" x 24in. 20 thou. .... 9/-  
24" x 24in. 20 thou. .... 1/-  
18" x 24in. 30 thou. .... 1/-  
27" x 24in. 30 thou. .... 1/6  
24" x 24in. 30 thou. .... 2/6

Special transparent suitable ap-  
proach windshield apoon material  
27" x 24in. .... 1/-

Post & Pkg. 1/10.

### HANDLEBAR MUFFS

Wired edge, strong  
black, water-  
proof material.  
Pair 8/6  
De Luxe

type 16/6 pair.

### SILENCERS

FROM 8/6

Size 11-12in. Siting

Black Enamelled ..... 9/6  
Heavy All Chrome ..... 11/6  
Extra Heavy All Chrome 13/6  
All Chrome Messaphone type  
with Detachable Baffles 15/-  
12in. Diam., 17/6. All Chrome  
Replacement Silencers for Ariel,  
B.S.A., Triumph, A.M.C., Norton,  
etc. from 27/6 each.

We stock a full range of Burgess  
replacement silencers for Ariel,  
B.S.A., etc. Ask for details.  
Post & Pkg. 2/10.

### PANNIER FRAMES

Black, Enamelled Flat Steel  
with Folding  
Platform.  
11/6

Tailor made in tubular steel for  
pump or swing  
arm models. Pair  
State colour and machine.  
Top carriers to fit 21/-  
Post & Pkg. 2/11.

## ENJOY DUALSEAT COMFORT

1/8th DEPOSIT SECURES DELIVERY

LYCETT DSI ..... 25 10 0

DUALITE Standard with  
Handrail ..... 24 19 6

Low Handrail ..... 24 15 0

DUALITE Mark III ..... 24 15 6

TEAMSTAR in Black or  
Maroon ..... 23 9 11

Post & Pkg. 2/6.

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7/6 DEPOSIT & 6 MONTHLY  
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GOODS VALUE £3 LARGER  
AMOUNTS PRO BATA

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**QUOTATION ANY PART BY RETURN SEND PATTERN OR QUOTE FULL DETAILS WRITE NOW FOR ILLUSTRATED CATALOGUE**

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**B.S.A. 28/7**  
and most other makes. P. & F. 1/9. State size and send pattern.

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Compression Rings 78 mm. 2/9 each. Slotted oil rings 3/8 each. 78mm. up 2/11 and 3/11 Post & Pkg. 4/0.

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**VESPA** £7 12 0  
**LAMBRETTA** £4 17 6  
**FLAMM.** £5 7 6  
**PIRELLA** £4 12 0  
and most other makes.

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**ARIEL** 350 c.c. £4.4.9  
**A.M.C.** 350 c.c. £5.18.6  
**B.S.A.** 350 c.c. £8.19.3  
**TRIUMPH** 350 c.c. £8.7.0  
Carriage 7/8

### AMAL MONO-BLOC CARBURETTOR

363-80/-  
375-85/-  
376-90/-  
389-95/-  
State full details of machine when ordering Post & Pkg. 2/6

### REAR WHEEL SPROCKETS

**ARIEL** 350/600 c.c. 36/11  
**TRIUMPH** 350 c.c. 36/3  
**VESPA** 350 c.c. 36/3  
**VESPA** 500 c.c. 76/6  
For most makes in stock. State make and model when ordering. Post & Pkg. 1/6

### SMALL END BUSHES

**ARIEL** 350 c.c. 4/2  
**A.M.C.** 350 c.c. and 500 c.c. 6/3  
Most other makes in stock. State make and model when ordering. Post & Pkg. 1/6

### B.S.A. EXCHANGE SERVICE-ALL MODELS

ENGINES, FRAMES, FORKS, PETROL TANKS, GEARBOXES, WHEELS to order ON EXCH. Clutch Plates..... 6/-  
Brake Shoes for B.S.A. Bantams..... 11/-  
Cylinders for Bantam..... 39/-  
All Villiers Exchange Engine Service on Easy Term

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Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

### EXCHANGE AND WANTED

**PINKS OF HARROW**, the motorcycle buyers:  
PINKS are keen buyers of all modern machines. Really good prices paid for all models in really good condition. h.p. accounts settled, call or tel. without delay.  
**PINKS OF HARROW** pay the best prices for the best machines.—Station Rd., Harrow. Tel. 6044-5. [W1099]

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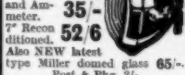
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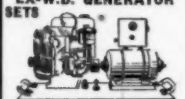
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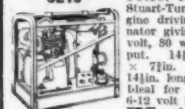
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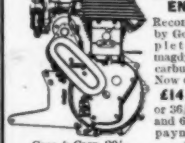
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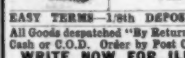
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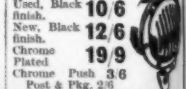
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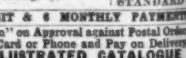
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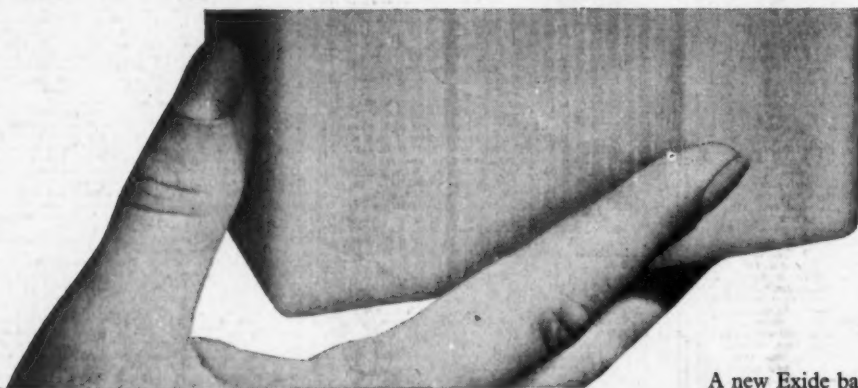
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